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LOK SABHA DEBATES

(Thirteenth Session)

(Vol. LV contains Nos. 51 - 61)

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N.B.—The Sign + marked above the name of a Member on Questions which were orally answered indicates that the Question was actually asked on the floor of the House by that Member.

LOK SABHA

Wednesday, May 3, 1961/Vaisakha 13, 1883 (Saka).

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Konar Dam

\+

*1860. **Shri A. M. Tariq:**
Shri Ram Krishan Gupta:
Shri Kunhan:

Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Starred Question No. 248 on the 18th November, 1960 and state:

(a) whether arbitration proceedings in the case of over-payment to M/s. Hind Patel and Company for works done at Konar Dam have since been completed; and

(b) if so, what has Government decided in the matter?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes; Sir.

(b) The matter is under the consideration of the Damodar Valley Corporation.

श्री अ० मु० तारिक : मैं यह जानना चाहता हूं कि क्या अभी तक हुकूमत ने हिन्द पटेल एंड कम्पनी को ब्लैक लिस्ट किया है या नहीं ?

[میں یہ جاننا چاہتا ہوں کہ کیا ابھی تک حکومت نے ہند پٹیل اینڈ کمپنی کو بلیک لسٹ کیا ہے یا نہیں]

Shri Hathi: There no question of bringing that firm into the black list.

श्री अ० मु० तारिक : मैं यह जानना चाहता हूं कि कितनी रकम इसकी तरफ जायद निकलती है, और वह कौनसा मामला है जो अभी तक जेरे गौर है और उसका कब तक फैसला हो जाएगा ?

[میں یہ جاننا چاہتا ہوں کہ کتنی رقم ان کی طرف زائد نکلتی ہے - اور وہ کون سا معاملہ ہے جو ابھی تک زیر غور ہے اور اس کا کب تک فیصلہ ہو جائے گا -]

Shri Hathi: The DVC had put up 29 claims valuing about Rs. 2·9 crores. The award has been given on 12th April.

Shri Ram Krishan Gupta: In reply to a previous question, it was stated that the investigations would be completed by the end of April, 1960. May I know the reasons for the delay?

Shri Hathi: Because there were a number of claims. 29 claims were put up by the DVC before the arbitrator of the value of Rs. 2·9 crores. 53 claims valuing about Rs. 1·43 crores were put up by the contractors against the DVC. The arbitrator had to hold about 416 sittings. So, it took some time.

Shri Tangamani: May I know by what time the arbitration proceedings will be completed and the award will be given?

Shri Hathi: That has been completed and the award has been given on the 12th April.

श्री अ० मु० तारिक : मैं यह जानना चाहता हूं कि जब १२ अप्रैल को कमेटी ने

अपनी रिपोर्ट दे दी और तमाम बातें साफ हो गई और मालूम हो गया कि कितनी रकम उनकी तरफ निकलती है, फिर इस केस को आगे चालू करने में क्या दिक्कत है ?

[میں جاننا چاهتا هوں که جب ۱۶ اپریل کو کمیٹی نے رپورٹ دے دی اور تمام باتیں صاف هو گئیں اور معلوم هوگیا که کتنی رقم انکی طرف نکلتی هے - پھر اس کیس کو آگے چالو کرنے میں کیا دقت هے -]

श्री हाथी : आगे चालू करने से आपका क्या मतलब है ।

श्री अ० मु० तारिक मैं जानना चाहता हूं कि उसके खिलाफ क्या ऐक्शन लिया जा रहा है और अभी कौनसा मामला जेरे-गौर है ।

[میں جاننا چاهتا هوں که اس کے خلاف کیا ایکشن لیا جا رها هے اور ابھی کونسا معاملہ زیر غور هے -]

Shri Hathi: Unfortunately, there is no question of taking action because the arbitrator has, I think, awarded Rs. 46 lakhs in favour of the contractors. So, there is no question of black-listing them.

रुड़की-बद्रीनाथ सड़क

*१८६१. **श्री भक्त दर्शन** : क्या **परिवहन तथा संचार** मंत्री १४ दिसम्बर, १९६० के तारांकित प्रश्न संख्या ८९२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) रुड़की-बद्रीनाथ सड़क के विकास व सुधार-कार्यक्रम के अन्तर्गत जो कार्य अधूरे थे, उन्हें पूर्ण करने की दिशा में इस बीच और क्या प्रगति हुई है ;

(ख) शेष निर्माण-कार्य के कब तक पूर्ण हो जाने की आशा की जाती है ; और

(ग) ऋषीकेश से जोशीमठ तक उस सड़क का जो पर्वतीय अंश है, उस पर बारहों मास बिना किसी विघ्न-बाधा के मोटर यातायात जारी रह सके, इस उद्देश्य की पूर्ति के लिये कौनसे कदम उठाये जा रहे हैं ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) और (ख). एक और निर्माण कार्य पूरा किया जा चुका है । अधूरे निर्माण कार्यों की अन्तिम स्थिति के सम्बन्ध में एक विवरण पटल पर रखा जाता है **[देखिये** परिशिष्ट ६, अनुबन्ध संख्या ५०]

(ग) लगभग यह सारी सड़क पहाड़ी क्षेत्र से हो कर जाती है। इस सड़क का लगातार सुधार किया जा रहा है । यदा कदा पहाड़ गिरने से आने वाली बाधाओं को छोड़ कर जिनको ऐसे क्षेत्र से दूर करना कठिन है, यह सड़क पहले से ही मोटर यातायात के योग्य है ।

श्री भक्त दर्शन : खंड (ग) के बारे में मंत्री जी ने कहा है कि वे प्रयत्नशील हैं । लेकिन क्या उनके ध्यान में यह बात आई है कि पीपलकोटी से आगे जो जोशीमठ तक सड़क है वह बरसात के चार पांच महीनों में ऐसी खराब हो जाती है कि उस पर एक तरफ का ट्रेफिक भी नहीं हो पाता और इस कारण पारसाल राष्ट्रपति जी की भी बड़ी असुविधा हुई थी ? जब वहां पर इतने इंजीनियरों की तादाद मौजूद है तो क्यों नहीं ऐसा प्रयत्न किया जाता कि इस सड़क पर बराबर यातायात चालू रह सके ?

श्री राज बहादुर : जैसा कि मैंने निवेदन किया यह पहाड़ी जरा फुसफुसी है . . .

श्री अ० मु० तारिक : यह—फुसफुसी—क्या लफ्ज है ।

[یہ پھس پھسی - کیا لفظ ہے -]

श्री राज बहादुर : इसका मतलब है कि यह मजबूत नहीं है । तारिक साहब अगर लुगत देखें तो उनको यह लफ्ज मिल जायेगा । लेकिन अगर उनको ऐतराज है तो मैं यह लफ्ज इस्तेमाल नहीं करूंगा ।

मैं अर्ज कर रहा था कि यह पहाड़ी जरा कमजोर है और इसलिये बरसात में जोर पड़ने से वह गिर पड़ती है । धीरे धीरे कोशिश की जा रही है कि इसको मजबूत किया जाए ।

श्री भक्त दर्शन : जोशीमठ से आगे जो सड़क बन रही है उसके कारण यात्रियों को बद्रीनाथ यात्रा में जो कि १२ मई से प्रारम्भ होने वाली है असुविधा होने की आशंका है । और डर है कि इस सड़क के कारण उसमें बाधा पड़ जाएगी । मैं जानना चाहता हूं कि क्या उत्तर प्रदेश सरकार से अनुरोध किया गया है कि ऐसी व्यवस्था की जाए कि इस सीजन में यात्रा के मार्ग पर यात्रियों को कोई असुविधा न हो और तीर्थ यात्री सुविधापूर्वक यात्रा कर सकें ?

श्री राज बहादुर : यात्रियों को यथासंभव सुविधा हो इसके बारे में उत्तर प्रदेश सरकार हर बरस देखती है और मुझे आशा है कि इस बार भी वह देखेगी ।

Heart Disease in India

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*1862. **Shri Ram Krishan Gupta:**
Shri Raghunath Singh:
Shrimati Ila Palchoudhuri:
Shri Hem Raj:
Shri L. Achaw Singh:

Will the Minister of Health be pleased to refer to the reply given to Starred Question No. 719 on the 6th December, 1960 and state:

(a) whether Government have completed the survey regarding the causes of growing heart disease in India; and

(b) if so, what are they?

The Minister of Health (Shri Karmarkar): (a) No, Sir.

(b) Does not arise.

Shri Ram Krishan Gupta: May I know whether the Indian Council of Medical Research has appointed any committee to investigate its causes?

Shri Karmarkar: There are two studies—one at the Medical College, Agra and the other at the Lady Harding Medical College, New Delhi. They are being conducted under the auspices of the Indian Council of Medical Research.

Dr. Sushila Nayar: Is it a fact that the Indian Council of Medical Research is proposing a seminar of experts and specialists in heart diseases in the near future and, if so, is it proposed to allow members interested in the subject to attend as observers?

Shri Karmarkar: About the seminar I would like to have notice. Regarding the survey I would welcome further questions.

Mr. Speaker: The other hon. Member wanted to know something different. The hon. Member wanted to know if opportunities would be given to Members of Parliament to attend the seminar.

Shri Karmarkar: On the question of seminar I have asked for notice. I can answer questions on survey.

Shri Tyagi: Is it due to the increased amount of tension in the society?

Mr. Speaker: Probably the hon. Member wants to make the hon. Minister an expert.

Shri Tyagi: It has been the report of experts that it was due to increased amount of tension in the society.

Mr. Speaker: I am not going to allow questions on details of a technical nature. General questions can be asked about statistics, survey, appointment of committee and soon. He cannot be asked further details as to what exactly is the cause and so on.

Shri Tyagi: I withdraw my question.

Mr. Speaker: He need not withdraw it.

Shri Thirumala Rao: The hon. Minister has stated that the Medical College, Agra and the Lady Hardinge Medical College are chosen for experiments. Is it for studying the incidence of this disease in men and women respectively?

Shri Karmarkar: The committee has to find out the exact prevalence of coronary heart disease and hyper-tension in the Indian population in relation to the factors contributing to the occurrence. This relates to both men and women.

श्री पद्म देव : क्या इस व्याधि की जानकारी के लिए आयुर्वेद विशषज्ञों की भी कोई राय ली गयी है या ली जाती है ।

Shri Karmarkar: I am unable to answer this question. As a matter of fact, we shall welcome any scheme from Ayurveds also for a survey. The Indian Council of Medical Research makes grants irrespective of the person concerned; he may be a modern medicine man, he may be an Ayurved man or he may be a nobody man. So long as he has got knowledge of any scheme, we shall welcome it.

Shri Kasliwal: In regard to the question of a survey the hon. Minister has replied in the negative. May I know whether the hon. Minister is prepared to concede that the incidence of heart diseases in India is growing?

Shri Karmarkar: We have statistics from two hospitals in Delhi and that shows that the ischemic heart disease or the coronary heart disease constituted approximately one per cent. of the total admissions in the medical wards. A comparative estimate was made during the period 1955—59 as against the period 1951—55. That indicated that there had not been any increase at least in the intervening period in which careful observations were carried on. That is the result of an actual experiment and record noted in Delhi.

Dr. Sushila Nayar: Is there any scheme for studying or for making a survey of heart disease before the Indian Council of Ayurvedic Research?

Shri Karmarkar: No, Sir.

Dr. Vijaya Ananda: May I know whether Government has asked for the aid of USSR and America as they are well ahead in this research work?

Shri Karmarkar: No, Sir. Our people are able to look after this question about our hearts and it has not been found necessary till now to invite foreign experts to study problems arising out of our hearts in this country.

Mr. Speaker: The hon. Minister evidently refers to another function of the heart.

Shri Karmarkar: No, Sir.

Shri D. C. Sharma: May I know if this survey will refer to age groups or to professional groups? If not, will not both these groups be taken separately?

Shri Karmarkar: I should think so.

Shri Tyagi: Politicians also.

Shri S. M. Banerjee: May I know whether it has been brought to the notice of the hon. Minister that the cardiogram sometimes does not give a correct picture. If so, what other apparatuses are linkely to be used for ascertaining the condition of the heart in cases where the cardiogram does not function?

Shri Karmarkar: If the cardiogram does not give a correct picture because it is out of repairs, the best way is to repair it. Perhaps, sometimes it does not give a correct picture just as a thermometer does not give. Recently I learnt that there were some thermometers put on the market which did not give the correct picture. If that instrument is not sufficient, other instruments will be necessary and for that I have to ask the experts.

Mr. Speaker: The question is unnecessarily being prolonged. He only wanted to know if there is any other instrument which is much more reliable than even this cardiogram.

Shri Karmarkar: About the heart I have heard of the cardiogram. But I shall enquire if there is anything else.

Export of Indian Locomotives

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*1863. { **Shri Pangarkar:** / **Shri Ajit Singh Sarhadi:** / **Shri D. C. Sharma:** / **Shri Ram Krishan Gupta:**

Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 256 on the 18th November, 1960 and state:

(a) whether any avenues have since been investigated for the export of Indian locomotives; and

(b) if so, the nature of success achieved?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Not yet.

(b) Does not arise.

Shri Pangarkar: To what extent can India export locomotives after meeting the need of the country?

Shri S. V. Ramaswamy: There are three types of locomotives. So far as the diesel locomotives are concerned, we are yet to start their manufacture. So far as the electric locomotives are concerned, we have made a beginning at the Chittaranjan Locomotive Works. The other type is the steam locomotive. Our installed capacity is for 164 locomotives in the Chittaranjan Locomotive Works, that is, for the broad gauge and 100 for the metre gauge at Telco. Now this capacity is fully booked. But if we get orders from abroad, we shall be able to export under a pinch.

Shri Raghunath Singh: How does the price of Indian locomotives compare in the international market with that of locomotives manufactured in other countries?

Shri S. V. Ramaswamy: As far as steam locomotives are concerned, they compare very favourably. As a matter of fact, our price here is much less than the price of the imported ones.

Shri Ajit Singh Sarhadi: The hon. Minister has said that our production is at a competitive rate. It was also stated by the hon. Minister last time that we are in an exporting capacity. Then, why are avenues not being found for exporting them?

Shri S. V. Ramaswamy: Unless orders come, it would not be possible to export. As a matter of fact, we have instructed our embassies abroad to give information about our capacity to produce and to supply.

Shri D. C. Sharma: May I know if any efforts are being made to publicise that we can export some of these locomotives?

Shri S. V. Ramaswamy: We have also sent teams abroad. Also, we have sent pamphlets and other literature to our embassies abroad.

Shri Ram Krishan Gupta: May I know whether any delegation will be sent to foreign countries with a view to assess the possibility of exporting these locomotives?

Mr. Speaker: He has just now answered that.

Shri S. V. Ramaswamy: Yes.

Mr. Speaker: He said that teams have been sent. I do not know if there

is much of a difference between a delegation and a team.

Shri Heda: May I know whether any effort was made to find out as to what type of locomotives these neighbouring countries require and, if so, if any attempt has been made to manufacture and provide those locomotives to them?

Mr. Speaker: He said that there was no demand at all.

Shri S. V. Ramaswamy: Our neighbouring countries have also got the broad gauge system, but unfortunately they are going in for diesel locomotives and not steam locomotives.

National Highways Extension Scheme

*1864. **Shri Ajit Singh Sarhadi:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether any decision has been taken on the Chief Engineers' Conference about National Highways Extension Scheme during the next twenty years; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No, Sir. The detailed consideration of the Report of Chief Engineers on Road Development Plan for India (1961—81), including the recommendation contained therein regarding expansion of the National Highway system, has been deferred till the receipt of the final Report of the Committee on Transport Planning and Co-ordination.

(b) Does not arise.

Shri Ajit Singh Sarhadi: May I ask in this connection whether the States have been asked to put in proposals whether they would like to have extensions of the National Highways?

Shri Raj Bahadur: In view of what I have just now said the question does not arise, particularly so because the allocation for the National Highways in the Third Plan is only Rs. 47·5 crores which is not sufficient even for the normal improvement and development of the existing National Highways.

Shri Kasliwal: The hon. Minister has said that the whole scheme has been deferred. May I know whether that means that the work that has been going on on certain National Highways is also going to be stopped?

Shri Raj Bahadur: That also does not arise. The question is quite different. The existing National Highways will be looked after within the limited financial allocations made for the purpose in the Third Plan. Their development will be confined to this allocation. Beyond that it is neither possible to expand the National Highways system in any significant manner nor is it possible to take up certain works essential for the existing National Highways including the construction of bridges over 33 major rivers which will remain unbridged.

Shri Kasliwal: Whatever Highways that are already in hand will they be completed?

Shri Raj Bahadur: By 'completion' if the hon. Member means the provision of the links which are missing from the National Highways system, I think all those links will be provided. The missing links will be eliminated. Then comes the question of bridging major rivers. 33 rivers will remain unbridged. Then the question of bypasses or level crossing will also have to be deferred for the Fourth Plan period.

Shri Inder J. Malhotra: The hon. Minister has stated in his reply that this conference has drawn up a scheme for 1961—81. I want to know whether this programme will be a phased programme and, if so, over what number of years it will extend.

Shri Raj Bahadur: The Engineers' Report, known as the Twenty Years' Plan, covers the period from 1961 to 1981 covering four Plan periods. Naturally, they go stage by stage but they have laid down the targets for the various items of development. The

whole roadways system is proposed to be expanded from 393,000 miles existing at present to 657,000 miles taking the average of road mileage per square mile from 0·26 to 0·52.

Shrimati Mafida Ahmed: May I know whether Government have received any proposal from the Government of Assam to convert the North Trunk Road in Assam into a National Highway and, if so, whether it was discussed at the conference?

Shri Raj Bahadur: We have received not only this proposal but many other proposals from many other State Governments. But, as I have just now indicated, we are bound hand and foot because of the limited provision of finances in the Third Plan.

Shri Basumatari: In view of the fact that there is a rail bridge to be built over Brahmaputra from Gauhati to Pandu and also in view of the fact that at present the Naional Highway is across the other area where there is no bridge, is there any proposal before the Government of India for constructing a second Highway from the other side to the northern bank, that is, from Cooch-Bihar to Gauhati via Bijni and Sidli?

Shri Raj Bahadur: Some portion of the Cooch-Bihar-Gauhati Road is already covered by a National Highway. The rest of it up to the point where it meets the bridge at Pandu might also be taken up or included in the National Highway as at present proposed. But again that depends upon the financial allocations in the Third Plan.

श्री विभूति मिश्र: मैं जानना चाहता हूं कि क्या सरकार ने कोई ऐसा सिद्धान्त बनाया है कि नेशनल हाईवेज बनाते वक्त एक सूबे से दूसरे सूबे का सम्बन्ध स्थापित हो और इसके अलावा जितने मशहूर तीर्थ स्थान हैं उन तक भी नेशनल हाईवेज पहुंचाये जायें, मसलन् बिहार से रामेश्वरम तक कोई नेशनल हाईवे बनाने का क्या सरकार का खयाल है ?

श्री राज बहादुर : नेशनल हाईवेज अथवा राष्ट्रीय जनमार्गों का उद्देश्य यह होता है कि वे एक राज्य की राजधानी को दूसरे राज्य की राजधानी से मिलाए या जो हमारे देश में तटों पर विभिन्न मुख्य मुख्य स्थान हैं उन को केन्द्र से मिलाए अथवा एक प्रदेश को दूसरे प्रदेश से मिलाए । जहां तक तीर्थ स्थानों का सम्बन्ध है, हम उनको सारे तीर्थ स्थानों को ले जाए, यह शायद सम्भव नहीं है । जो मुख्य मुख्य तीर्थ स्थान हैं, जैसे पुरी है, रामेश्वरम है, बद्रीनाथ है और द्वारका है, इन चार तीर्थ स्थानों के निकट तक वर्तमान राष्ट्रीय मार्ग अवश्य पहुंच गये हैं । राष्ट्रीय जनमार्ग ठेठ उन तक न पहुंच सकें यह दूसरी बात है ।

श्री पद्म देव : माननीय मंत्री जी ने कहा कि इस वक्त जो चालू नेशनल हाईवेज है उनको बन्द नहीं कर रहे हैं बल्कि चालू रख रहे हैं । या उनको मालूम है कि हिन्दुस्तान-तिब्बत रोड की जो अपर लिंक है वह अर्से से बन्द है, और हालांकि वह पहले नेशनल हाईवे था, लेकिन अब उसको उस तरह नहीं माना जा रहा है, और क्या उसको पुनः जीवित किया जायेगा ?

श्री राज बहादुर : मेरी जानकारी में शायद माननीय सदस्य की सूचना सही नहीं है ।

Shri Khimji: May I know whether the construction of the bridge in the Little Rann of Kutch on National Highway No. 8, connecting Kandla with Ahmedabad, will be taken in hand?

Shri Raj Bahadur: That is our intention. As a matter of fact, the hon. Member knows that there has been some delay on that, on account of certain experiments that had to be undertaken in the Central Water and Power Research Station at Poona. That has been completed and we might take it up.

Shri Khimji: Are the designs of this bridge now ready?

Shri Raj Bahadur: For that I would require notice.

Shri Subbiah Ambalam: In view of the fact that the Madras Government had recommended, for inclusion in the Third Plan, the east coast road and that for want of finances it has not been taken in the Third Plan, may I know whether it will be included in this general scheme of highways?

Shri Raj Bahadur: My earlier answer applies to this road as well.

Shri Shivananjappa: May I know how far the west coast national highway has progressed?

Shri Raj Bahadur: The west cost road is not a national highway. It is a road in respect of which the Central Government has assumed responsibility to finance its development to a certain standard. And that is being undertaken.

Shri Radhelal Vyas: May I know whether a complete list of the missing links on the national highways has been prepared and, if so, whether a copy of it will be placed on the Table of the House?

Shri Raj Bahadur: The list is there. It can be placed if suitable notice is given.

Mr. Speaker: In the Library.

श्री पद्म देव : माननीय मंत्री जी ने कहा कि मेरी जानकारी ठीक नहीं है । क्या वे अपनी जानकारी की जांच करेंगे क्योंकि मैं वहां का ही रहने वाला और मुझे मालूम है कि कितने अर्से से वह नेशनल हाईवे बन्द है ?

Mr. Speaker: The hon. Minister need not answer it. I allowed this hon. Member one question, because he comes from Himachal Pradesh. I am trying to distribute among all Members and I may come to him again; but in view of what he does, I am not going to call him.

श्री भक्त दर्शन : माननीय मंत्री जी ने अभी बतलाया कि जब तक नियोगी समिति की रिपोर्ट नहीं आती है तब तक राष्ट्रीय जनमार्गों की सूची में और सड़कों को नहीं जोड़ा जा सकेगा पर क्या यह सत्य नहीं है कि पिछले दिनों तीन सड़कों को इस सूची में जोड़ा गया है ? अगर यह बात सत्य है तो चीफ इंजीनियर्स की कमेटी ने जो सिफारिशें की हैं जैसे बद्रीनाथ की सड़क को स्वयं मंत्री जी ने अभी उल्लेख किया है, उनको इस सूची में जोड़ने में उन्हें क्या ऐतराज है ?

श्री राज बहादुर : अगर मैं माननीय सदस्य की स्मरण शक्ति को थोड़ा जागृत कर सकूं तो इन सड़कों को रिपोर्ट के बाद में नहीं जोड़ा गया है । यह जो तीन सड़कें जोड़ी गई थीं, वे पहले जोड़ी गई थीं और उनकी घोषणा सन् १९६० के बजट में हुई थी या उससे पूर्व हो गई थी ।

Mr. Speaker: Shri Padam Dev.

श्री पद्म देव : अभी माननीय मंत्री जी ने कहा कि जिस सड़क की जानकारी मैंने दी है, उसके बारे में मेरी जानकारी गलत है । क्या माननीय मंत्री जी मेरी जानकारी के गलत होने और अपनी जानकारी के सही होने की कोई पड़ताल करेंगे ?

श्री राज बहादुर : मैं अवश्य पड़ताल करने की चेष्टा करूंगा, किन्तु मैं यह जानता हूं यह जो हिन्दुस्तान-तिब्बत सड़क के नाम से मार्ग है उस पर धीरे-धीरे काम हो रहा है । किस मात्रा में और किस गति से काम चल रहा है, इसके बारे में माननीय सदस्य का अनुमान दूसरा हो सकता है और मेरा अनुमान दूसरा हो सकता है । बहरहाल इस रोड के बारे में सूचना मैं इस वक्त नहीं दे सकता ।

चम्बल बांध से बिजली

*१८६६. **श्री भोगजी भाई** : क्या **सिंचाई और विद्युत** मंत्री यह बताने की कृपा करेंगे कि :

(क) चम्बल बांध से मध्य-प्रदेश तथा राजस्थान के किन-किन जिलों को बिजली मिलेगी ;

(ख) क्या उदयपुर डिवीजन के सब जिलों को बिजली मिल जायेगी ; और

(ग) क्या बांसवाड़ा (राजस्थान) को भी, जो सैलाना से केवल ३० मील दूर है और जहां चम्बल विद्युत उपलब्ध है, इससे लाभ होगा ?

सिंचाई और विद्युत उपमंत्री (श्री हाथी) (क) से (ग). अपेक्षित जानकारी का एक विवरण सभा-पटल पर रखा है ।

विवरण

(क) मध्य-प्रदेश तथा राजस्थान के निम्नलिखित जिले चम्बल परियोजन से बिजली लेंगे ।

(१) मध्य-प्रदेश

१. मांडसौर	२. रतलाम	३. उज्जैन
४. इन्दौर	५. शाजापुर	६. धार
७. देवास	८. सेहोर	९. रेसन
१०. विदिशा	११. होशंगाबाद	१२. खण्डवा
१३. खडगोन	१४. ग्वालियर	१५. भिण्ड
१६. मोरेना	१७. राजगढ़	१८. झाबुआ
१९. गुणा	२०. शिवपुरी	२१. दातिया

(२) राजस्थान

१. जयपुर	२. सवाई माधोपुर	३. अजमेर
४. टोंक	५. भरतपुर	६. अलवर
७. बून्दी	८. कोटा	९. झालावाड़
१०. उदयपुर	११. भीलवाड़ा	१२. डूंगरपुर
१३. बांसवाड़ा	१४. चित्तौड़	१५. जोधपुर
१६. पाली	१७. परबतसर-नागरपुर जिले की सब-डिवीजन	

(ख) जी, हां ।

(ग) इस की सम्भाव्यता पर राजस्थान सरकार जांच कर रही है ।

श्री भोगजी भाई : बांसवाड़ा को बिजली मिलने की कोई सम्भावना है ?

Shri Hathi: The question relates to power to the distributed.

Mr. Speaker: He wants to know about the power.

श्री हाथी : बिजली जहां-जहां पहुंचने वाली है उनके नाम यहां दिये हुए हैं :

"मांडसौर, रतलाम, उज्जैन, इन्दौर, शाजापुर, धार, देवास, सेहोर, रेसन, विदिशा, होशंगाबाद, खंडवा, खडगोन, ग्वालियर, भिंड, मोरेना, राजगढ़, झाबुआ, गुणा, शिवपुरी, दातिया ।"

इन २१ जगहों में पहुंचेगी, और जगहों के बारे में मुझे पता नहीं है ।

श्री राघेलाल व्यास : यह प्रश्न बांसवाड़ा के सम्बन्ध में था और माननीय मंत्री जी ने जो स्थान बतलाए हैं वे मध्य-प्रदेश में हैं और मध्य-प्रदेश सरकार वहां बिजली पहुंचाएगी । बांसवाड़ा हालांकि राजस्थान में है लेकिन वह मध्य देश के बार्डर से बिल्कुल नजदीक है, तो क्या ऐसी व्यवस्था नहीं हो सकती कि मध्य-देश के ग्रिड लाइन को बढ़ा कर बांसवाड़ा जो डिस्ट्रिक्ट हैडक्वार्टर है वहां तक बिजली पहुंचाई जा सके ? क्या मंत्री महोदय मेरे मित्र के इस प्रश्न का उत्तर दे सकेंगे ?

श्री हाथी : बांसवाड़ा राजस्थान में है, और राजस्थान के नीचे जो जगह बताई गई हैं उनमें बांसवाड़ा भी है जिसको बिजली मिलने के लिए लिखा गया है । मैंने सोचा था कि बांसवाड़ा मध्य-प्रदेश में कोई जगह होगी और उसके बारे में माननीय सदस्य कह रहे हैं । अगर इसका सम्बन्ध राजस्थान के बांसवाड़ा से है तो सका नाम भी इसमें है ।

New Drug for High Blood Pressure

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*1868. **Shri Nanjappan:**
Shri Ram Shankar Lal:
Shri Hem Barua:

Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that a new wonder drug named Chini Dhaniya, which is claimed to be far more superior than rauwalfia serpentina in the treatment of high blood pressure, has been found out by the Ayurvedic Council of New Delhi; and

(b) if so, the results of clinial trials conducted on cases?

The Minister of Health (Shri Karmarkar): (a) The Government of India have no information.

(b) Does not arise.

Shri Nanjappan: May I know whether any other research institute has found out or made this drug?

Shri Karmarkar: To the best of our information this drug does not exist, what is called Chini Dhaniya. Dhania is there, but this Chini Dhania we are not able to find out. I would also like to add for the information of my hon. friend that we went into this matter further, because the organisation calls itself the Ayurvedic Research Council and we found that this is a one-man body who is much interested in selling such spurious products; because, earlier they had also said about some drug to cure refractive errors in the eye. Many persons complained to us about it, and we followed it up. Because of the respectable nature of the name, we went into the matter. And we would not be surprised if in this case also this Chini Dhaniya business exists only in the imagination of the inventor thereof with a view to making money.

Dr. Sushila Nayar: Is there any way in which this type of exploitation can be discouraged by the Health Ministry? Is there any law to take action against such people who repeatedly do these things? If not, is there any proposal to have any such power taken by the Health Ministry?

Shri Karmarkar: It is difficult to say that they are cheating because we have to find evidence for it, and evidence is not always found. One way of doing it would be by preventing anybody from calling himself or themselves by the name of ayurvedic research council, etc., by, sort of, limiting the name to such body. Our Ministry is considering in that light. Otherwise it is very difficult to prevent these people from advertising such drugs except under the Magic Drugs Act, which we have been trying to do also. But it is not possible to limit the activities of such people. One of the ways would be not to ask questions about such bodies. *(Laughter)*. No, no, I will explain why I am saying so. I am rather worried about this matter. The matter comes up in

the newspaper, "wonder drug". Newspapers do not publish advertisements so much about ordinary drugs as about "wonder drugs". Innocent patients go in for them, and when they do not find any results they come and complain to us. And it is very difficult to check the mischief. My hon. friend must have heard about this innocently, but now this will give advertisement to it that here is such an Ayurvedic Research Council in Delhi, which is nothing but a one-man body advertising such drugs.

About this Chini Dhaniya we referred to the ayurvedic bodies. In the text books it is not there. We referred to the market. It is not found there. I am only suggesting that the wrong persons should not profiteer through further questions asked in this House.

Shri D. C. Sharma: May I know whether the hon. Minister has consulted the dictionary for this term 'Chini'?

Mr. Speaker: But for a few exceptions, all hon. Members are not doctors here. Therefore, if somebody says that there is a wonder drug, does the hon. Minister, through his agents or technical experts, try to find out whether it is really a wonder drug or not? The advertisements appear not on account of the hon. Members here.....

Shri Karmarkar: No. I did not say that. I did not make any aspersion on the Members; but the party concerned would be interested in publicity through questions in this House. That was what I said.

Mr. Speaker: Only Dr. Sushila Nayar asked that question. Instead of asking hon. Members not to bring up such questions here—and I am admitting them, because if it is a wonder drug, then everyone of us also can use it—it is open to the hon. Minister to say that hereafter, any wonder drug or anyone such recipe shall be tested by a Central authority, before it is advertised in the newspapers; or some such action might be taken, instead of leaving it to the ordinary citizen, because he only wants to get rid of his disease, and, therefore, madly he rushes to this and that. It is no good giving that advice here. On the other hand, the hon. Minister must take steps to see that these fellows are punished, and if these drugs are not tested by a competent laboratory or council, they ought not to be sold or advertised and so on. Some such step has to be taken, instead of hon. Members being asked not to bring up such matters here.

Shri Karmarkar: I entirely submit to what you have said, but lest what you have said might be misunderstood I should like to say that law goes up till a particular stage. Supposing there is a magic drug or wonder drug, and it is said, for instance, by somebody that diabetes can be cured by taking that medicine, then that is prohibited. If some gentleman comes up tomorrow and advertises in the papers that 'Take this medicine, and your tooth-trouble will be over', then, the law does not authorise me or the Government to take steps.

It is from that point of view that I say that I shall be very grateful if, in the case of such wonder drugs, before tabling questions for answer in this House, hon. Members write to me earlier; I promise them a reply within seventy-two hours of the receipt of the letter.

Mr. Speaker: I am sure that hon. Members here will be only very willing to assist the hon. Minister in taking effective steps to see that such kind of imposition is not made. It is no good saying 'I have no law'. Even the Constitution is being changed. So, if necessary, he can have a law.

Shri Thirumala Rao: May I know what positive action Government are taking to protect the public against these false advertisements which appear in such large numbers in every part of the country, not only in respect of this drug and for this disease, but for a variety of diseases, because the public are at the mercy of these

quacks and these deceiving advertisements? What positive action is the Ministry taking, either by way of amending the law or by having a standard drug research laboratory to test the veracity of these advertisements?

Mr. Speaker: The hon. Minister is responsible to the whole country, and, therefore, if he wants to take steps. I do not think any hon. Member here who has taken part in this would stand in his way; in fact, even those hon. Members who have not been allowed to put questions will join, and will certainly help the hon. Minister and strengthen him with powers to catch hold of all these people who trade in the name of good drugs.

Dr. M. S. Aney: The hon. Minister has said that he had made enquiries, and found that it was only an one-man council. May I know whether the hon. Minister had called for that man and asked him to point out the particular drug which is referred to in this question, which the hon. Minister was not able to find in the market. Did the hon. Minister do that?

Shri Karmarkar: I think I shall try that also. We shall write to the man and ask him to tell us what that drug is, and if any reply is received, I shall place it on the Table of the Sabha.

Mr. Speaker: Let him examine it.

Water Works at Jhansi

*1871. **Dr. Sushila Nayar:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there is a proposal for installing water-works jointly by the Ministry of Railways, the Ministry of Defence and the local authorities at Jhansi;

(b) if so, the progress made in the execution of the project; and

(c) what are the proposed contributions by each party?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No, Sir.

(b) and (c). Do not arise.

Dr. Sushila Nayar: Is it not a fact that such a proposal existed about a year ago? Will the hon. Minister tell us why that proposal has been dropped, if it has been dropped? If it has not been dropped, may I know whether it will be put into practice before long?

The Minister of Railways (Shri Jagjivan Ram): Yes, as the hon. Member is aware, there was a proposal to have a joint water-works system wroked by the UP Government, the Railway Ministry and the Defence Ministry, from the Matatila Dam. The railways are more or less self-sufficient in regard to water requirements at Jhansi. Some quantity of water was urgently required, and we had a scheme; when it was found that joint scheme was likely to be delayed very much, we could not postpone our work. So, we started with our own scheme, which was a minor scheme. Thertfore, there is no question of our joining the joint scheme now.

Dr. Sushila Nayar: Is it a fact that the scheme of the railway costs nearly a crore of rupees? Could the hon. Minister give us an idea of the extent of expenditure involved? Also, is it a fact that the joint scheme would be much more economical and would benefit a much larger section of the population than the scheme taken up in piece-meal fashion, and if so, will the hon. Minister do something still to save the joint scheme?

Shri Jagjivan Ram: All these presumptions are not correct. The scheme of the railway does not cost Rs. 1 crores.

Dr. Sushila Nayar: How much does it cost?

Shri Jagjivan Ram: As I have said, we are more or less self-sufficient in regard to our requirements. It is a very small quantity that we require, and this scheme is worth just about Rs. 6 lakhs or so.

Shri Braj Raj Singh: May I know whether it will not be possible to have the joint scheme? Will that not be economical?

Mr. Speaker: I am afraid that hon. Members have not followed the reply. The hon. Minister has tried his best to explain the position. This scheme was urgent, and it was absolutely necessary; it was immediately necessary for the railways to have some more water. They were prepared to have a joint scheme with the local authorities. Even if it were a crore of rupees, they were willing to join, but the local authorities went on delaying. Therefore, this could not be avoided. At a cost of Rs. 6 lakhs, they have made themselves self-sufficient. Now, if it is said that the rest of the country must also be taken charge of by the hon. Railway Minister, it is too much for me to allow.

Dr. Sushila Nayar: May I just explain? It is not a question of not giving relief urgently by spending Rs. 6 lakhs. The railways have a big workshop and a big colony of railwaymen at Jhansi. According to what was proposed last year, the requirement of water for the railways was quite substantial. So, for the rest of the requirements, will the hon. Minister think in terms of joining the Defence Ministry and the civil authorities and thus have a joint scheme?

Mr. Speaker: I am not going to allow that question.

Shri Jagjivan Ram: We have no unsatisfied requirement.

Shri D. C. Sharma: On a point of order. You have always said before that we should cling to our seats. How is it that the hon. lady Member, Dr. Sushila Nayar, has shifted from her seat to a seat on the Treasury Benches?

Mr. Speaker: Further questions shall be asked by her only from her seat hereafter.

Dr. Sushila Nayar: I could not hear the hon. Minister. Therefore, I had to move forward to hear him.

Mr. Speaker: Therefore, I did not say anything about the questions put by her already, I found that the hon. Member was not able to hear, and, therefore, she came to the front seat. Now, the other Ministers will speak a little louder, and, therefore, she may go back to her seat.

Loans for Nagarjunasagar Project

*1872. **Shri Rami Reddy:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that the Government of Andhra Pradesh have requested the Central Government that the terms of payment of interest charges on the loans advanced for Nagarjunasagar Project be modified;

(b) if so, what are the details of their proposals; and

(c) what are the reactions of the Centre and what action is taken in the matter?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (c). The terms and conditions of loans being given to the Andhra Pradesh Government for the Nagarjunsagar Project have not yet been settled. They are being finalised in consultation with the Ministry of Finance.

Shri Rami Reddy: In view of the fact that the investments on irrigation projects do not yield immediate benefit, may I know whether the interest charges will be lowered on the loans advanced by the Central to the States?

Shri Hathi: In fact, it has been decided that loans sanctioned up to 31st March, 1958 will carry an interest at the rate of 4½ per cent, and after that, the balance will carry an interest of 3 per cent. So, the loans for irrigation will bear an interest of 3 per cent, in respect of the amounts which are advanced up to 31st March, 1958.

Shri Rami Reddy: May I know when the project is going to be completed? Originally the project was expected to be completed by 1963-64, but now I understand that it may go even to the middle of the Fourth Plan. Is this a fact? May I know also whether the cost of the project is going to be revised upwards by about Rs. 20 crores over the present estimate of Rs. 91 crores?

Shri Hathi: No, I think the revised project estimate which we have received from the Andhra Pradesh Government mentions the figure of Rs. 91 crores.

Mr. Speaker: When will it be completed?

Shri Hathi: About 1965-66. That is my impression.

Shri Rami Reddy: From the note circulated today by the Ministry, I find that the cost is going to be revised and it will go up by another Rs. 20 crores, and that the project may not be completed before the end of the Third Plan but it will be completed only during the middle of the Fourth Plan. That is why I asked the question.

Shri Hathi: I said the revised estimate is Rs. 91·12 crores as sanctioned in September 1960. That is here. As far as I know, the date of completion would be the same as the hon. Member says—at the end of the Third Plan.

Shri Ranga: May I know whether pending the conclusion of these negotiations and discussions beween these two Governments, whatever funds are found necessary are being placed at the disposal of the Andhra Pradesh Government by the Union Government?

Shri Hathi: In the Second Plan, about Rs. 32 cores were provided and the expenditure, that is, the loan sanctioned, has been more than that; nearly Rs. 34 crores. The total expenditure has been Rs. 39 crores. Even during the Third Five Plan, we shall provide the balance for the execution of the Nagarjunasagar Project.

Shri Thirumala Rao: On what basis is the interest computed? The Minister said that before 1958 the loan carried an interest of 4½ per cent. and subsequently it is reduced.

Shri Hathi: This was the recommendation of the Finance Commission, They went into this question. They thought that because power projects yielded income immediately and to a greater extent, it should bear a higher rate of interest. So far as irrigation projects are concerned, the rate of interest charged for loans advanced upto 1958 should be 3 per cent. For the balance remaining to be paid after 1958 that also should bear 3 per cent. interest. For the new loans, the rates might be adjusted subsequently. This was the Finance Commission's recommendation, that it should be reduced.

Shri Thirumala Rao: For loans given upto 1958, the rate of interest charged is 4½ per cent. Is this the correct position or have I wrongly heard it?

Shri Hathi: No, it is a rather complicated formula. Suppose a loan is paid in 1957. It is paid before 1958. On that the rate of interest charged was 4½ per cent But on the balance of the loan that remains yet to be paid, that is, to be paid before the 31st March 1958, the interest will be 3 per cent.

Shri M. S. Murty: May I know the amount granted to the Andhra Pradesh Government as loan before 1958 and after 1958?

Shri Hathi: From 1955 to 1960, the amount of loan given by the Centre is Rs. 34 crores.

Shri Rami Reddy: Is it a fact that the Centre is not placing sufficient funds at the disposal of the Andhra Pradesh Government for executing this project and, therefore, the completion of the project is taking a longer time than it would normally take?

Shri Hathi: The amount originally provided in the Second Plan was Rs. 32·3 crores. The Centre advanced a loan of Rs. 34 crores, that is, Rs. 2 crores more, and by adjustment the State was allowed to incur additional expenditure, the total being Rs. 39 crores. So Rs. 7 crores additional to the Plan provision has been spent on Nagarjunasagar. That is the position.

Glider Manufacturing Project

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*1873. { **Shri T. B. Vittal Rao:** / **Shri Kunhan:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that a proposal is under consideration of Government to hand over the glider manufacturing project to a private concern; and

(b) if so, the details thereof?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b). Gliders are already being manufactured in India by two private concerns, namely, M/s. Aeronautical Services Ltd., Calcutta and M/s AFCO (P) Ltd., Bombay.

Shri T. B. Vittal Rao: Is there any proposal for Government taking over any of these glider manufacturing factories in view of the fact that we have to open 10 gliding centres?

Shri Mohiuddin: No, Sir. Such a proposal is not under consideration.

Shrimati Renu Chakravarity: May I know whether besides these glider manufacturing projects, any aircraft manufacturing and repair centres are going to be set up in the country, and if so, at which places?

Shri Mohiuddin: That does not fall within this question. It is of course a broader and more important question.

Shri Tangamani: May I know what is the capacity of these two firms at Calcutta and Bombay and what are the requirements now?

Shri Mohiuddin: Orders placed with the two firms are for between 40 and 60. They are gradually coming in. Of course, the capacity may be only about 10 or 15 gliders a year at present.

Shri Yadav Narayan Jadhav: May I know whether the gliders produced have attained the international standard?

Shri Mohiuddin: These gliders are produced on specifications required for Indian conditions, and they are very good gliders.

Hirakud Dam

*1874. **Shri P. G. Deb:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the Orissa Government has paid full compensation to the people who were evicted due to the construction of Hirakud Dam;

(b) the amount paid so far; and

(c) if the reply to part (a) above be in the negative, when the compensation in full is likely to be paid?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Not yet, Sir.

(b) A sum of Rs. 7,32,82,472.24 nP. was paid up to the end of March, 1961.

(c). It has been estimated that it will take another two years' time before the compensation can be paid in full.

Shri P. G. Deb: May I know how much compensation is still to be paid?

Shri Hathi: The total provision is about Rs. 11 crores including transport etc.

Shri Chintamoni Panigrahi: May I know whether a separate organisation has been set up to disburse the amount

of these compensation claims? If so, why is it that during the last 10 years this amount of Rs. 11 crores compensation has not been paid?

Shri Hathi: The compensation had not to be paid before the 11th year, because as the area was being submerged, the compensation had to be paid. In many cases, they have gone to arbitration; in some cases, they have gone in appeal. It is therefore that the compensation is not fully paid.

Shri P. G. Deb: In view of the long delay in payment, may I ask if the Centre will finance the State for an immediate settlement of the outstanding dues?

Shri Hathi: It is not a question of want of finance due to which it is delayed. The main reason is that the cases are not being finalised. Some people have accepted; some have not, some have gone to arbitration and some have gone in appeal. That is the reason.

Shri Chintamoni Panigrahi: Is the hon. Minister aware that even in those cases where the awards have been finalised during the last two years, compensation has not been paid at the rate at which the awards have been given?

Shri Hathi: I do not know, but if he gives me certain instances, I shall certainly look into them.

Floods in Damodar

*1876. **Shri Aurobindo Ghosal:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether there was flood in Damodar due to untimely release of water in large volume by the D.V.C. authorities in the first week of April; and

(b) if so, why it was released and what is the extent of damage?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). There was no flood in the Damodar in the first week of April, 1961. But unlike in the past years, the Maithon and Panchet Hydro-Electric Power Stations had to be worked, to capacity due to the tight power supply position, necessitating discharge of larger quantities of water than usual at this part of the year. The discharge of water averaged about 6000 cusecs per day and peaked about 16000 cusecs on one day only which is less than the flood warning limit of 17000 cusecs.

Shri Aurobindo Ghosal: Is the Government aware that many of the houses which were on the banks of the Damodar river were flooded and have sunk?

Shri Hathi: Because of the floods?

Shri Aurobindo Ghosal: Because of the sudden release of the water.

Shri Hathi: No. The information obtained from the Bengal Government mentioned that no houses were damaged. But, it is true there was a spread of water on some area. The position is that because of the shortage of power in Calcutta, the two hydro-electric power stations at Maithon and Panchet, which, otherwise, were not run to full capacity, had to be run; and, therefore, some water had to be released.

Shri Aurobindo Ghosal: May I know if there is any system of giving warning before the release of the water?

Shri Hathi: They do; but the people were not really quite prepared for the release of water. Generally, the two power stations do not run to full capacity but because there was a breakdown at Calcutta they had to be run.

Shrimati Renu Chakravartty: In view of the fact that the demand for electricity in Calcutta now has far outstripped the quantity which the D.V.C. can supply can supply and that the D.V.C. will have to run to full capacity even in the low water period, how will such eventualities be prevented?

Shri Hathi: The eventualities would not arise always. The maximum capacity to which the water could be discharged has been fixed at 17,000 cusecs; water would not be released for more than that capacity, in any case.

Regulations for Carrying Life Boats on Passenger and Cargo Ships

*1877. **Shri D. C. Sharma:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there is a proposal to revise the regulations regarding carrying life boats on passenger and cargo ships;

(b) if so, the details of the proposal; and

(c) if the reply to part (a) above be in the negative, the steps proposed to be taken to increase the security arrangements for the passengers?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No.

(b) Does not arise.

(c) Life saving appliances carried on board unberthed passenger ships are governed by the rules framed under the International Convention for the Safety of Life at Sea, 1948, and Simla Rules, 1931. These Rules provide for floatation for all on board, the floatation being obtained by life boats and buoyant apparatus. These are considered reasonably adequate.

Shri D. C. Sharma: May I know how often these life-saving devices are checked? If so, by whom are they checked?

Shri Raj Bahadur: Normally they are checked at every survey of the vessel.

Shri D. C. Sharma: May I know whether both the passengers ships and cargo ships carry these life-saving devices, the life-boats or whether only the passenger ships carry them?

Shri Raj Bahadur: They carry according to the directions given to them. The passenger ships, particularly, have to comply with the directions. As I said just now, the unberthed passenger ships have to carry these life-saving appliance for all on board.

Delivery of Express Letters and Telegrams in Rural Areas

*1878. **Shrimati Manjula Devi:** Will the Minister of **Transport and Communications** be pleased to state what steps are being taken for quick delivery of express letters and telegrams in rural areas?

The Minister of Transport and Communications (Dr. P. Subbarayan): The question of effecting improvement in the E.D. Service and making changes in the system is under active consideration of Government. As an experimental measure the work of delivery of E. D. articles has been transferred from telegraph offices to Post Offices in Delhi and New Delhi with effect from 1. 5. 1961 and the working of the system is being watched. In regard to telegrams more telegraph offices are being opened in rural areas.

Shrimati Manjula Devi: May I know whether the part-time staff in the post offices in the rural areas will be replaced by full-time staff because the part-time staff pay half-hearted attention in fulfilling their duties?

Dr. P. Subbarayan: I am not able to hear a word of the hon. lady's question.

Mr. Speaker: Will the part-time staff be replaced by permanent staff because, according to her, the part-time staff do not attend to this work diligently?

Dr. P. Subbarayan: As I have said, the whole matter is under consideration; and the expenses will have to be calculated before we decide what we can do under the circumstances we are placed in.

Shri Basappa: May I know whether a system of inventive awards is going

to be introduced for the quick delivery of express letters and telegrams?

Dr. P. Subbarayan: No such matter is under consideration.

Shri Prabhat Kar: May I know whether, at the present moment, there is any machinery for express delivery in the rural areas? If not, why are the extra charges that are being paid for this continued still?

Dr. P. Subbarayan: Sir, I have said often and often that express delivery letters were usually delivered by telegraph peons; and we have found often that the express delivery letters arrived after the ordinary letter did. Therefore, we have taken into consideration the employment of postmen who will deliver these letters more quickly. But the cost of it is being worked out. And, as an experimental measure, it is being tried both in Delhi and New Delhi; and we shall see what it will amount to before we take a decision.

Shri Prabhat Kar: My question was different.

Mr. Speaker: The hon. Member makes one suggestion. The hon. Minister does not accept it. The hon. Member says, 'When you are not able to deliver quickly why do you charge extra?'. The hon. Minister says, 'I am trying to have them delivered quickly'. In the meanwhile, does the hon. Member want to suspend it immediately? (*Interruption*). All right; the hon. Member has made a suggestion. The Minister says that he is not going to stop it but will try to deliver them rather quickly.

Shrimati Mafida Ahmed: In view of of the fact that not only in rural areas but even in important towns in Assam express letters and telegrams are not delivered on Sundays, may I know whether Government will take steps so that all the express letters and telegrams delivered immediately they reach their destination?

Dr. P. Subbarayan: We are trying to do whatever is possible from this distance to see that these telegrams and letters are delivered. But the matter is not going as quickly as we would like it to be.

Shri Prabhat Kar: May I know whether it is a fact that ordinary telegrams are despatched from the original places just like the letters?

Dr. P. Subbarayan: I am not prepared to admit the hon. Member's insinuation.

An Hon. Member: What is the insinuation?

Shri Prabhat Kar: I want to know whether it is a fact or not?

Dr. P. Subbarayan: It is not a fact.

Shri Yadav Narayan Jadhav: May I know how many gram panchayat villages are yet to be covered by postal facilities?

Mr. Speaker: It does not arise out of this question.

Collapse of the roof of Loco Running Shed, Kozhikode.

\+

*1879. **Shri Kunhan:**
Shri A. K. Gopalan:
Shri T. B. Vittal Rao:
Shri V. Eacharan:
Shri Jinachandran:
Shri Kuttikrishnan Nair:
Shri Nallakoya:

Will the Minister of Railways be pleased to state:

(a) whether the roof of the Loco Running Shed, Kozhikode, Southern Railway has collapsed, injuring three workers seriously;

(b) whether the injured workers have not been admitted in the ward reserved for Railway workers at the Civil Hospital, Kozhikode, because certificate was not given by the Railway authorities;

(c) whether any inquiry has been held to investigate into the causes of the sudden collapse of the roof of the shed; and

(d) if so, what are the causes?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir. The East end roof of the loco shed collapsed on 13th April, 1961 causing minor injuries to 5 workers.

(b) No. The injured workers were immediately admitted to Civil Hospital. 4 were admitted for treatment and the 5th discharged after first aid treatment.

(c) and (d). Yes. The old timber structure with tiled roof suddenly collapsed due to heavy rain and strong gale. During regular periodical inspections the structure did not show any sign of deterioration.

Shri Kunhan: Is it a fact that the citizens of Kozhikode and the employees' union also demanded the reconstruction of this building?

Shri Shahnawaz Khan: The buildings are regularly inspected by competent officers; and any buildings which are considered unsafe are dismantled and rebuilt. This particular Loco Shed did not show any signs of breaking down. But, suddenly, there was a very strong gale and heavy rain.

Mr. Speaker: The hon. Member wants to know whether it was brought to the notice of the authorities both by the citizens and by the employees that this should be rebuilt before it fell down.

Shri Shahnawaz Khan: We are not aware of any such suggestion.

Shri V. Eacharan: May I know when this was last inspected?

Shri Shahnawaz Khan: This was inspected by the IOW on 24th February, 1960 and by the Assistant Engineer on the 22nd September, 1960.

Shri Kunhan: May I know whether any compensation was paid to the injured employees?

12 hrs.

Shri Shahnawaz Khan: All the workmen are governed by the Workmen's Compensation Act and anybody who is entitled to any compensation under the Act will certainly be paid compensation.

Package Programme

*1882. **Shri Tangamani:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether package programme is being extended to more centres during the current year;

(b) if so, details of the same;

(c) whether any more district in addition to Tanjore is selected for the State of Madras; and

(d) how much money is allotted for the State of Madras?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) to (d). A statement is laid on the Table of the Lok Sabha.

STATEMENT.

(a) and (b). A decision has already been taken to extend the programme to one district in each of the remaining States of Kerala, Orissa, Maharashtra, Gujarat, West Bengal, Mysore, Assam and Jammu and Kashmir. The suitability of the districts tentatively proposed by the State Governments, from the point of view of agricultural production as well as soundness of co-operative institutions is under consideration at present. The formal approval of the Government of India for implementation of the programme will be communicated to the States shortly.

(c) No.

(d) The allocation made for the programme in the Third Five Year Plan of Madras is Rs. 1·50 crores out of which the allocation for the current year *i.e.* 1961-62, is Rs. 19·03 lakhs.

Shri Tangamani: I find that a sum of Rs. 1·50 crores had been allotted for the entire Plan period for the Madras State and Rs. 19·03 lakhs for 1961-62. I wanted like to know whether the entire amount is going to be spent in

Tanjore district or whether any other district is going to be included in the course of the Third Plan in this package deal programme?

Dr. P. S. Deshmukh: Inasmuch as we have taken only one district from each State, this amount will be spent only in that district.

Shri Tangamani: I would like to know whether in the Third Plan period any other district in Madras State will be included for the package programme?

Dr. P. S. Deshmukh: No, Sir. We are not thinking of taking any more area.

Mr. Speaker: Is there any literature kept in the Library about this package programme?

Dr. P. S. Deshmukh: Yes, Sir.

Shri Shivananjappa: May I know whether Mandya district in the State of Mysore has been approved for the package programme?

Dr. P. S. Deshmukh: Mandya has been recommended and in all probability would be accepted. But a Cabinet decision is necessary before it is finally approved.

श्री विभूति मिश्र : क्या यह सही है कि जहां जहां पैकेज प्रोग्राम शुरू किया गया है वहां वहां ओवर-स्टाफ है और जितना काम होना चाहिये उतना नहीं होता है ? ऐसी सूरत में क्या वह अधिक अच्छा न होता कि सरकार जितनी ये सुविधायें हैं, किसानों को पहुंचा देती ताकि प्रोडक्शन बढ़ सकता ?

डा० पं० शा० देशमुख : मैं नहीं समझता कि यह दुरुस्त बात है । यह हो सकता है कि माननीय सदस्य उस स्टाफ का जिक्र कर रहे हों जो ट्रेनिंग में हैं । जिस वक्त तक वह ट्रेनिंग में रहेगा सरप्लस मालूम होगा । होगा । मगर जब वह काम पर आ जाएगा तो सर लस मालूम नहीं होगा ।

Shri Tangamani: On a prior occasion, the hon. Food and Agriculture Minister stated that after seeing the experiment in various districts, one or more districts will be added to the various States. I would like to know this? In Tanjore they have had an experiment for more than one year.

Mr. Speaker: I am not going to allow this. This is the third time that this question is put. The hon. Member is going on making a suggestion though the hon. Minister has said that there is only one district. He wants more districts to be taken.

Shri Tangamani: In the statement it is mentioned. There are certain States where the districts had already been allocated and there are certain States where one district is going to be added on. (*Interruptions.*) What I am submitting is this. The hon. Minister of Food and Agriculture, Shri S. K. Patil, has on a prior occasion said that other districts will be included on the basis of this experiment. We want to know whether the other districts will be included. The amount of Rs. 1:50 crores seems to be out of proportion to one district on the face of it it looks as though other districts are also to be included.

Mr. Speaker: Is it for one district or two districts?

The Minister of Food and Agriculture (Shri S. K. Patil): Sir, so far as the package programme is concerned, this programme is for the whole Third Plan. There is no possibility of including any other district in a single State. What I said is this. If this experiment succeeds, then other districts will take it up later on, not in the Third Plan, without our money.

Shri Yadhav Narayan Jadhav: Besides the allocation made by the Central Government, what are the States expected to spend on this?

Dr. P. S. Deshmukh: There is the whole scheme and I cannot describe it.

Mr. Speaker: Let him look into the literature.

Dr. P. S. Deshmukh: There is the whole scheme and I cannot describe it.

Mr. Speaker: Let him look into the literature.

WRITTEN ANSWERS TO QUESTIONS

Moghalsarai Yard

*1865. **Shri Kalika Singh:** Will the Minister of **Railways** be pleased to state:

(a) the present capacity of Moghalsarai yard for transport of goods wagons;

(b) the schemes of further expansion of Moghalsarai yard and its ultimate capacity as fixed by annual targets for transport of goods wagons both ways;

(c) the proportion of coal wagons to all wagons being transported at present and the ultimate targets thereof; and

(d) the schemes the Ministry has in view to relieve the congestion at the Moghalsarai yard?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 2,600 wagons each way per day.

(b) The schemes for further expansion of capacity of Moghalsarai yard are:

(i) Provision of mechanised hump in the Up yard, and

(ii) Remodelling of the Down yard.

The ultimate capacity after completion of these works is expected to be over 3500 wagons each way per day.

(c) The proportion of coal wagons and wagons of other goods in the up direction at present and at the end of the Third Plan are:

At present:

Coal: 1900 wagons per day.

Other goods: 700 wagons per day.

At the end of the Third Plan:

The target for coal movement is under consideration. Other goods: 1000 wagons per day.

(d) Besides the schemes mentioned against item (b) above, construction of a new line between Garhwa Road and Churk is in progress, mainly with the object of bye-passing Moghalsarai yard.

Dredgers for River Hooghly

*1867. **Shri Indrajit Gupta:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether any orders for dredgers for desilting work in the River Hooghly have been placed with the Mazagon Dock, Bombay;

(b) if so, the amount of foreign exchange likely to be saved as a result thereof; and

(c) whether there is any scheme for expansion of indigenous dredger building capacity?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No, Sir.

(b) Does not arise.

(c) There is no special scheme for the development of dredger construction in this country. Dredgers are highly specialised craft which have to be designed and built to suit individual requirements in each case. Some leading Indian firms have however been quoting for the construction of dredgers in collaboration with foreign firms.

Procedure for Allotment of Wagons

*1869. **Shrimati Ila Palchoudhuri:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Government of West Bengal have suggested to the Government of India

the revision of the principle of allotment of railway wagons and creation of special types of priorities;

(b) if so, details of the suggestion; and

(c) the Government of India's reaction thereto?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No such proposal has been received from the Government of West Bengal.

(b) and (c). Does not arise.

Fertilizers for Tea Gardens

*1870. **Shri P. C. Borooah:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) how many agents have been appointed for the distribution of fertilizers to tea gardens in Assam;

(b) how many of them are from Assam and how many are outsiders; and

(c) whether through the system of these agents Government ensure that the fertilizers meant for the tea gardens in Assam are not diverted to other markets?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Twenty to serve the tea gardens in both Assam and West Bengal.

(b) Five of the firms have their Head Office in Assam.

(c) Allotment of fertilizers is made jointly for tea gardens in Assam and West Bengal and the distributors may sell to tea gardens in either State, but further movements are restricted under the Inorganic Fertilizer (Movement Control) Order, 1960.

Death of Railway Employees at Itarsi Station

*1875. **Shri R. S. Kiledar:**
Shri Chandak:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that two Railway employees working at Itarsi railway station of the Central Railway recently lost their lives while a train was shunting there;

(b) who is responsible for the mishap; and

(c) what action is being taken to punish those guilty and pay compensation for the dependents of the two employees?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) None. The occurrence was accidental.

(c) (i) Question of punishment does not arise in view of the answer against (b) above.

(ii) Payment of compensation to the dependents of one employee who was killed on duty is being arranged. Meanwhile, an *ex gratia* payment of Rs. 200 has been sanctioned. Under the Workmen's Compensation Act, no compensation is due to the other deceased employee as he was not on duty.

Catering Contracts at Airports

*1880. **Shri Harish Chandra Mathur:** Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 1644 on the 20th April, 1961 and state:

(a) what amounts have been paid by caterers to Government from year to year under the contract and profits made by them;

(b) what are the antecedents and other business of the caterers;

(c) what is the amount and pattern of investment made by the caterers;

(d) whether the same system of awarding contract as adopted in this case is followed in all contracts given by the Department of Civil Aviation; and

(e) if not, what is the other system and procedure and the reasons for the same?

The Deputy Minister of Civil Aviation (Shri Mohinddin): (a) I lay on the Table of the House a statement (I) showing the amounts of revenue derived by Government during the last 3 years from the catering contractors at the 4 international airports, viz. Palam, Dum Dum, Madras and Santa Cruz. [*See* Appendix VI, annexure No. 51]. No information is available regarding the profits made by the contractors.

(b) and (c). I lay a statement (II) on the Table of the House giving the relevant information. [*See* Appendix VI, annexure No. 51].

(d) and (e). The same system is followed at all other aerodromes in India so far as catering contracts are concerned.

Metre Gauge Railway Wagon Factory in Kerala

*1881. **Shri Jinachandran:** Will the Minister of **Railways** be pleased to state:

(a) whether the Government of Kerala has recently asked for permission to start a medium engineering unit in the public sector in Quilon under State Government auspices for manufacture of metre gauge Railway wagons;

(b) if so, what is the reaction of the Government; and

(c) whether sanction has been accorded?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) A demi-official reference has been received recently from the Minister of Industries, Kerala State, for setting up a factory at Quilon in the Public Sector for manufacture of M. G. Railway Wagons.

(b) and (c). The proposal is being examined by the Ministry of Railways.

Shortage of Wagons for Movement of Salt

*1883. **Shri Goray:** Will the Minister of **Railways** be pleased to state:

(a) whether Government have received any representations from the salt producers of the Thana District complaining of the acute shortage of wagons; and

(b) if so, the steps Government are taking to move salt from the site to the northern markets?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) A few complaints from the salt producers of a certain portion of Thana district served by the Western Railway were were received. No complaints have been received from the portion of the Thana District which is served by the Central Railway.

(b) Every effort is being made to meet the demands of the salt producers in full.

Suspension of Ferry Service to Ceylon

*1884. **Shri Tangamani:**
Shri P. C. Borooah:
Shri Raghunath Singh:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that ferry services to Ceylon from Dhanushkodi had been suspended; and

(b) if so, the reasons therefor?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir, temporarily on 18th and 19th April, 1961.

(b) At the instance of the Ceylon Government Railways due to emergent conditions which were prevailing in Ceylon.

Railway Uniforms Committee

*1885. **Shri A. M. Tariq:**
Shri Ram Krishan Gupta:
Shri Kodiyan:
Shri Warior:
Shri Rameshwar Tantia:
Shri Pangarkar:
Shri D. C. Sharma:
Shri A. K. Gopalan:

Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 197 on the 23rd November, 1960 and state:

(a) whether Government have since completed the examination of the report of the Railway Uniforms Committee; and

(b) if so, the result thereof?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The Report is still under examination.

National Institute of Tropical Meteorology

*1886. **Shri Ram Krishan Gupta:**
Shri Pangarkar:

Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 624 on the 1st December, 1960 and state:

(a) whether Government have considered the proposal to start a National Institute of Tropical Meteorology; and

(b) if so, the result thereof?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b). The matter is still under consideration.

Chemical Manure for Tea Industry

*1887. **Shri P. C. Borooah:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) what is the total requirement of chemical manure for the Indian Tea Industry for 1961;

(b) whether the full quantity is being made available to the industry; and

(c) if not, the reasons for the same?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) The requirement of nitrogenous fertilisers for 1961-62, as estimated by the Indian Tea Board, is about 1·5 lakh tons in terms of sulphate of ammonia.

(b) and (c). Inspite of an over-all shortage of fertilisers, it is proposed to meet the realistic requirements of Tea Gardens in full.

Train Collision

*1888. **Shri Radha Mohan Singh:**
Shri Ram Krishan Gupta:
Shrimati Ila Palchoudhuri:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that a passenger train of the N.E. Railway collided with a goods train standing on the same track in the Chupra Kacheri station yard on the 9th April, 1961;

(b) if so, the nature and details of loss; and

(c) the causes of the accident?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes Sir.

(b)

Engine	Rs.	2,400/
Rolling Stock	Rs.	5,000/
Permanent Way	Rs.	2,000/
Other Rly. Property	Rs.	1,230/
TOTAL	Rs.	10,730/-

(c). This is under enquiry by the Railway Administration.

Small-Pox Control Commission

*1889. **Dr. Sushila Nayar:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that at a recent meeting of the Small-Pox Control Advisory Committee and the State Directors of Health Services it was unanimously recommended that a Small-Pox Control Commission be set up by the Government of India for the implementation of the Small-Pox control programme; and

(b) if so, how soon is the Commission likely to be set up?

The Minister of Health (Shri Karmarkar): (a) Yes, Sir.

(b) The recommendation is under consideration.

Polio in Andhra Pradesh

*1890. **Shri T. B. Vittal Rao:**
Shri P. C. Borooah:

Will the Minister of **Health** be pleased to state:

(a) whether Polio has spread to Kothagudium, Khammam District, Andhra Pradesh;

(b) if so, how many cases have been reported;

(c) whether the vaccine from U.S.S.R. has since been received; and

(d) if so, how it will be utilised?

The Minister of Health (Shri Karmarkar): (a) No report regarding the out-break of poliomyelitis in Kothagudium has been received by the Government of India.

(b) Does not arise.

(c) Yes, Sir.

(d) It is proposed to give live oral vaccine, obtained from the U.S.S.R., to children in the affected areas in Andhra Pradesh. Children of the age group 2-5 years, in which the infection was prevalent, will be chosen for the administration of the vaccine. The detailed procedure for such administration, the follow-up of children after administration, etc. have been worked out. The immunisation programme will begin shortly.

Railway Line between Rourkela and Talcher

*1891. **Shri P. G. Deb:** Will the Minister of **Railways** be pleased to state:

(a) the progress made regarding the construction of the railway line between Rourkela and Talcher *via* Barkote of S. E. Railway;

(b) the total amount spent so far; and

(c) the total amount ear-marked for the full project?

The Deputy Minister of Railways (Shri Shahnawaz Khan) (a) to (c). This is not included in the Draft outline of the Third Five Year Plan.

Power Break-down in Delhi

*1892. **Shri Ajit Singh Sarhadi:**
Shri Ram Krishan Gupta:
Shri Radha Raman:
Shri A. M. Tariq:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that underground cables feeding west Delhi broke down on the 16th April, 1961;

(b) whether it is also a fact that it worsened power crisis and endangered Delhi city's water and milk supply, disturbed the staggering in parts of the city and two-third of New Delhi was plunged into darkness on the 16th April, 1961; and

(c) if so, steps taken or proposed to be taken in the matter?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (c). Consequent on the break-down of the Nangal-Delhi 132 KV transmission line on the 13th April, 1961 the Delhi Elec-

tric Supply Undertaking resorted to shedding of load by cutting off the supply to various localities, in rotation. The areas in the West of Delhi that were directly fed by Nangal power were supplied from the Lahori Gate Power Station of the Undertaking through an under-ground cable feeder. On the 16th April, 1961, at 2.20 hrs. one of the joints in this cable failed due to continuous overloading conditions. This failure aggravated the power supply conditions in West Karol Bagh, Patel Nagar, Najafgarh Road Industrial Area, and a few other colonies on the Najafgarh Road. The supply of power to essential services like the Water Supply System and Delhi Milk Scheme was not curtailed. This failure also did not affect any part of New Delhi. The feeder was repaired and put back in service at 08.30 hrs. on the 17th April, 1961.

Power Consumption

*1893. **Shri Harish Chandra Mathur:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) what is *per capita* consumption of power during First and Second Five Year Plans in each of the States and on all-India basis;

(b) what would be the position at the end of Third Five Year Plan according to proposed allocations; and

(c) whether it is not widening disparities and if so, the justification for the same?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The statements I & II giving the required information as at the end of the First Plan and the corresponding figures at the end of 1959-60 respectively, are laid on the Table of the House. State-wise figures for 1960-61 have not yet been compiled. [*See* Appendix VI, annexure No. 52].

(b) and (c). State-wise per capita consumption figures anticipated at the end of the Third Five Year Plan have not yet been compiled. The per capita consumption on All-India basis at the end of the Second and the Third Plans is estimated at 45 Kwh and 90 Kwh, respectively.

Kurduwadi-Miraj-Latur Line

*1894. **Shri Ram Krishan Gupta:**
Shri T. B. Vittal Rao:
Shri Pangarkar:
Shri J. K. Jedhe:
Shri Naldurgker:

Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 627 on the 1st December, 1960 and state:

(a) whether a decision has since been taken to convert Kurduwadi-Miraj-Latur N. G. Section to Broad Gauge or Metre Gauge;

(b) if so, the nature of the decision taken;

(c) the estimated cost of this project; and

(d) the time by which the work will be undertaken?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No Sir.

(b) Does not arise.

(c) According to the Survey Report, the estimated cost for conversion of Miraj-Kurduwadi-Latur N. G. line to M.G. (207 miles) is about Rs. 8 crores. The cost of conversion of Miraj-Kurduwadi N. G. section to B.G. (151·65 miles) is estimated at Rs. 8.80 crores. The conversion of Kurduwadi-Latur N.G. section to B.G. has not been investigated.

(d) It is too early to say anything at this stage.

Plant for Manufacture of Diesel Locos

*1895. **Shri A. M. Tariq:** Will the Minister of **Railways** be pleased to refer to the reply given to Starred question No. 601 on the 6th March, 1961 and state the nature of progress made so far in setting up a plant to manufacture Diesel Locomotives in India in the public sector?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The project report on setting up of a plant for the manufacture of diesel locomotives in the public sector is under consideration of the Government.

Control of Cholera

***1896. Dr. Sushila Nayar:** Will the Minister of **Health** be pleased to state·

(a) whether it is a fact that India is the only country that has still not controlled Cholera; and

(b) if so, what are the difficulties in the way of taking up a National Cholera Control programme especially in view of the fact that the disease is endemic in a small area in Bengal, according to the expert Committee's report?

The Minister of Health (Shri Karmarkar): (a) No.

(b) Does not arise.

Daily Allowance for Village Postmen

***1897. Shri T. B. Vittal Rao:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether any decision has since been arrived at regarding the grant of daily allowance to village postmen who are absent from Headquarters on duty for more than a day as recommended by the Second Pay Commission;

(b) if so, the date from which this will be given effect to; and

(c) if the reply to part (a) above be in the negative, the reasons thereof?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Yes, Orders will be issued shortly.

(b) From 1st July, 1959.

(c) Does not arise.

Irwin Hospital, Delhi

***1898. Shri P. C. Borooah:** Will the Minister of **Health** be pleased to state:

(a) whether sub-standard food had of late been served to the patients in the Irwin Hospital in Delhi;

(b) if so, what is the prescribed nutritional standard of the diets in the hospital and how far it fell short of the standard; and

(c) what action has been taken in the matter by Government?

The Minister of Health (Shri Karmarkar): (a) No, Sir.

(b) and (c). Do not arise.

P.C.O. At Ateli-Mandi (Punjab)

4327. Shri Ram Krishan Gupta: Will the Minister of **Transport and Communications** be pleased to state:

(a) the nature of progress made so far in starting P.C.O. at Ateli-Mandi (Punjab); and

(b) by what time it will be set up?

The Minister of Transport and Communication (Dr. P. Subbarayan): (a) and (b). The P.C.O. at Ateli-Mandi has since been opened on 22-3-61.

Development Blocks in Punjab

4328. Shri Ram Krishan Gupta: Will the Minister of **Community Development and Cooperation** be pleased to state:

(a) the number of development blocks opened in 1960-61 in Punjab with names; and

(b) number of blocks to be opened during 1961-62 with names in Punjab?

The Deputy Minister of Community Development and Cooperation (Shri B. S. Murthy): (a) 18 Pre-extension blocks were opened in Punjab during 1960-61. 14 Pre-extension blocks opened during 1959-60 were converted to stage-I during 1960-61. A statement giving the names of these blocks is laid on the Table of the House. [*See* Appendix VI, annexure No. 53].

(b) According to the phased programme, 22 Pre-extension blocks are due for allotment to Punjab and 18 Pre-extension blocks opened during 1960-61 are due for conversion to Stage-I during 1961-62. The question of allotment of 11 Pre-extension blocks out of the 22, during April, 1961, is pending due to shortages of trained staff in certain categories in the existing blocks in the State. It is only after allotment that the selection of new Blocks will be made by the State Government. There is, therefore, no information about the names of these Blocks at present.

New Telephone Connections in Punjab

4329. **Shri Ram Krishan Gupta:**
Shri D. C. Sharma:
Shri Daljit Singh:

Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of new telephone connections given in Punjab during 1960-61 district-wise; and

(b) the total amount spent in this connection?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) The statement showing the number of new telephone connections given district-wise is laid on the Table [*See* Appendix V, annexure No. 54].

(b) The total expenditure incurred on subscribers installations was about Rs. 5.4 lakhs.

पुरी स्टेशन पर प्रतीक्षालय

४३३०. **श्री खुशवक्त राय :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) दक्षिण-पूर्व रेलवे के पुरी स्टेशन पर पिछले पांच वर्षों में कितने प्रतीक्षालय बनाये गये; और

(ख) यदि एक भी नहीं बनाया गया तो, इसके क्या कारण हैं ?

रेलवे उपमंत्री (श्री शाहनवाज खां) : (क) कोई नहीं ।

(ख) इस स्टेशन पर आम तौर पर जितने यात्री आते-जाते हैं, उनकी संख्या को देखते हुए वर्तमान सुविधाएं पर्याप्त समझी जाती हैं ।

Thefts and Pilferages on C. Railway

4331. **Shri Pangarkar:** Will the Minister of **Railways** be pleased to state:

(a) the number of cases of thefts, pilferages and loss of property that have occurred from November, 1960 to January 1961 on the Central Railway; and

(b) how does this compare with the corresponding period of the year 1959-60?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). A statement is laid on the Table [*See* Appendix VI, annexure No. 55].

Movement of Foodgrains in Madhya Pradesh

4332. **Shri Pangarkar:** Will the Minister of **Railways** be pleased to state:

(a) the quantity of foodgrains which moved out of Madhya Pradesh during the year 1959-60 and the quantity of foodgrains brought to Madhya Pradesh during the same period by Railways; and

(b the freight charges earned by Railways on these movements of foodgrains?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) During the year 1959-60, 9,05,446 tons approximately of foodgrains were moved out of Madhya Pradesh and 1,00,657 tons approximately of foodgrains were brought to Madhya Pradesh.

(b) The freight charges earned by these movements of foodgrains were Rs. 249,77,810 approximately.

Cultivable Land in Manipur and Tripura

4333. Shri Pangarkar: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the area of cultivable land in Manipur and Tripura and the area of irrigable and non-irrigable land out of it, respectively; and

(b) the area of irrigable land brought under irrigation during the Second Five Year Plan period so far?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) The information is as below:—

In acres

	Cultivable Area.	Irriagable Land.	Non-irrigaable Land
1. Manipur.	2,34,000*	It is not practicable to make an estimate of the total irrigable area of land.	
2. Tripura.	5,40,000*		

*Information based on the latest published data i.e. 1956–57.

(b)

1. Manipur.	6150 acres
2. Tripura.	21000 acres

Rural Electrification in Maharashtra

4334. Shri Pangarkar: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that the Government of Maharashtra State have proposed to electrify the villages in West Maharashtra and have asked for assistance and cooperation of Central Government;

(b) if so, the details thereof; and

(c) the action taken thereon?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (c). The State Government have a proposal for rural electrification, and miscellaneous development schemes, estimated to cost Rs. 339·59 lakhs, which *inter-alia* envisages electrification of 138 localities in Western Maharashtra. Some of these schemes are being considered for assistance under foreign aid programmes.

दिल्ली दुग्ध योजना

४३३५. **श्री खुशवक्त राय:** क्या खाद्य तथा कृषि मन्त्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली दुग्ध योजना द्वारा १ जनवरी, १९६० से ३१ मार्च, १९६१ तक विभिन्न मदों पर प्रति मास कितना खर्च किया गया ;

(ख) उक्त योजना से प्रति मास विभिन्न मदों पर कितनी आय हुई ;

(ग) दुग्धशाला (डेरी) तथा विभिन्न स्टालों पर कुल कितने कर्मचारी काम करते हैं और उक्त अवधि में उन्हें कितना वेतन, पारिश्रमिक या भत्ता दिया गया ;

(घ) इसी अवधि में दुग्ध वितरण या इकट्ठा करने के लिये कितने ट्रक काम में लाये गये और उन पर कितना खर्च हुआ;

(ङ) इस योजना के अन्तर्गत प्रति मास कितना दूध, मक्खन या घी बेचा जाता है और प्रतिदिन कितना बच जाता है ; और

(च) बची हुई वस्तुओं का किस प्रकार उपयोग किया जाता है ?

कृषि उपमंत्री (श्री मो० वें० कृष्णप्पा): (क) और (ख). अप्रैल, १९६० से जनवरी, १९६१ की अवधि के लिये जानकारी पटल पर रखे गये विवरण में दी गई है [देखिये परिशिष्ट ६, अनुबन्ध संख्या ५६] जनवरी-मार्च, १९६० की अवधि के लिये जानकारी इकट्ठी की जा रही है और सभा की टेबल पर रख दी जायेगी ।

(ग) योजना में भर्ती किये गये कर्मचारियों की कुल संख्या नीचे दिये गये विवरण के अनुसार १५४ है :—

(१) डेरी	
प्रथम श्रेणी	६
द्वितीय श्रेणी	१८
तृतीय श्रेणी	२४२
चतुर्थ श्रेणी	१०१
	३६७
(२) डिपो कर्मचारी	८७४
(३) दैनिक कर्मचारी	३०६
कुल	१५४७

१ अप्रैल, १९६० से ३१ दिसम्बर, १९६० तक वेतन और भत्तों के रूप में उक्त कर्मचारियों को दी गई कुल राशि १०,०५,४७९ रुपये होती है ।

(घ) इस समय योजना द्वारा प्रयोग में लाये जाने वाली गाड़ियों तथा टैंकरों की संख्या क्रमशः ३८ और ४ है । अप्रैल, ६० से जनवरी, ६१ तक गाड़ियों और टैंकरों का कुल खर्च ९,२०,९२१ रुपये है जैसा कि अनुबन्धन 'क' में दिये गये विवरण में दिखाया गया है ।

(ङ) अप्रैल, ६० से जनवरी, ६१ तक की अवधि के लिये सूचना पटल पर रखे गये विवरण में दी गई है । **[देखिये परिशिष्ट ६, अनुबन्ध संख्या ५७]**

(च) बिना बिका हुआ दूध अलग कर दिया जाता और उससे प्राप्त की गई क्रीम, मक्खन और घी में परिणित कर दी जाती है । यदि क्रीम निकला हुआ दूध मीठा हो तो उससे क्रीम निकला हुआ पाउडर बनाया जाता है अन्यथा उसे कैसीन (Caslin) में बदल दिया जाता है ।

Food Requirements for Fishermen

4337. Shri V. P. Nayar: Will the Minister of **Health** be pleased to state:

(a) what is the estimated minimum requirement of food in calories for India's sea-going fishermen for subsistence; and

(b) what is the actual *per capita* availability of food (in calories) for the Indian fishermen?

The Minister of Health (Shri Karmarkar): (a) The caloric requirements for Indian fishermen while at work would be as for hard manual work. The estimated requirements of calories will be approximately at the rate of 150 to 300 calories for each hour of work put in by the fishermen while at sea, in addition to the normal requirements. Based on this, sea-going Indian fishermen may need 3000 to 3500 calories per day depending on the time spent at sea.

(b) Information is not available.

Appointment of Scheduled Castes on Northern Railway

4338. Shri D. C. Sharma: Will the Minister of **Railways** be pleased to state:

(a) whether Scheduled Castes candidates to the proportion accepted have not been appointed in the Northern Railway in 1960-61;

(b) if so, the steps taken in this regard; and

(c) how many were appointed during the same year?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No. The full quota could not be completed.

(b) Recruitment is being arranged under the special powers vested in the General Manager.

(c) 1204.

Medical Education and Training in Punjab

4339. Shri Daljit Singh: Will the Minister of **Health** be pleased to state:

(a) whether any lumpsum grant has been made to the Punjab Government during 1960-61 for Centrally sponsored schemes under the head 'Medical Education and Training'; and

(b) if so, the amount of grants made?

The Minister of Health (Shri Karmarkar): (a) and (b). A lump sum grant of Rs. 23·66 lakhs has been given by the Central Government to the Government of Punjab during 1960-61 for various Centrally sponsored schemes; this includes aid for Medical Education and Training.

Class IV Employees in Olavakkot

4340. Shri Kunhan: Will the Minister of **Railways** be pleased to state:

(a) the number of Class IV employees recruited in Olavakkot Division of the Southern Railway during the year 1959-60 and 1960-61;

(b) the number of posts reserved for the Scheduled Castes and Scheduled Tribes among them;

(c) the total number of applications received from applicants of Scheduled Castes and Scheduled Tribes in this connection; and

(d) how many of them were selected?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Nil.

(b) to (d). Do not arise.

Train Accident near Siliguri

4341. { Shri Madhusudan Rao: / Shri Aurobindo Ghosal:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Railway accident near Siliguri on the 20th April, 1961 was as a result of sabotage; and

(b) the details of the victims and the damage involved?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The cause of the accident is under investigation by Government Inspector of Railways.

(b) Casualties:—

Killed	35
Injured	
Simple	34
Grievous	46
Total	80

Cost of damage to Railway property has been assessed at Rs. 5 lakhs approx.

Over-Bridge at Vijayawada

4342. Shri Madhusudan Rao: Will the Minister of **Railways** be pleased to refer to the reply given to Unstarred Question No. 1271 on the 23rd August, 1960 and state:

(a) the further developments in regard to construction of road overbridge at Vijayawada Station; and

(b) the time by which the bridge will be completed?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The final alignment of the road-approaches to suit the revised yard layout is still under examination of the Railway in consultation with the Municipal Council.

(b) It is too early to indicate a target date for completion of the work, at this stage.

III Class Passengers

4343. Shri Madhusudan Rao: Will the Minister of **Railways** be pleased to state:

(a) whether the Deputy Minister for Railways travelled in IIIrd class compartments to assess the difficulties experienced by the IIIrd Class passengers;

(b) if so, the details of the findings of the Deputy Minister; and

(c) the measures Government are contemplating to remove the hardships of the public travelling in IIIrd Class?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes. The Deputy Minister for Railways, Shri S. V. Ramaswamy, travelled in III class compartments on the suburban trains of the Southern Railway in December, 1960.

(b) and (c). A statement is laid on the Table. [*See* Appendix VI, annexure No. 58].

Railway Station at Fulbagh

4344. Shri Madhusudan Rao: Will the Minister of **Railways** be pleased to state:

(a) the time by which the Railway station at Fulbagh in Tarai in Nainital District will start operating; and

(b) whether it is a fact that the station is being named as Govind Nagar in memory of Shri G. B. Pant?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) 'Phoolbagh' Railway station between Gokulnagar and Lalkua stations has been opened for passenger booking with effect from 1st May, 1961.

(b) No.

Rural Electrification in Andhra Pradesh

4345. Shri Madhusudan Rao: Will the Minister of **Irrigation and Power** be pleased to state the extent of aid given to the Government of Andhra Pradesh for rural electrification scheme during 1960-61?

The Deputy Minister of Irrigation and Power (Shri Hathi): No aid was given to Andhra Pradesh specifically for rural electrification during 1960-61.

Community Development in Andhra Pradesh

4346. Shri Madhusudan Rao: Will the Minister of **Community Development and Cooperation** be pleased to state the total allocation made to Andhra Pradesh Government for community development during the year 1961-62?

The Deputy Minister of Community Development and Cooperation (Shri B. S. Muthy): The amount provided in the Central Budget on account of Central share of expenditure on the Community Development Programme in Andhra Pradesh for the year 1961-62 is Rs. 337·18 lakhs (Rs. 176·73 lakhs as grant and Rs. 160·45 lakhs as loan).

Central Warehouses in Andhra Pradesh

4347. Shri Madhusudan Rao: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the names of the places in Andhra Pradesh where Central Warehouses have been completed during 1960-61 and their capacity in each case;

(b) the names of the places in Andhra Pradesh where the warehouses will be set up during 1961-62 with their capacity; and

(c) whether the local farmers are being benefited by these warehouses?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Central Warehouses were set up in 1960-61 at the following places in Andhra Pradesh:

Warangal:	4,800 tons	—Constructed by Central Warehousing Corporation.
	1,000 tons	— in hired accomodation.
Adoni	1,105 ,,	hired accomodation.
Hyderabad	600 ,,	—in hired accomodation.
Jangaon	900 ,,	—in hired accomodation.
Guntur	450	—in hired accomodation
Nizamabad	1,660 ,,	—in hired accomodation.

(b) Warehouses are proposed to be set up during 1961-62. in hired accommodation in the first instance, at Tenali, Duggirala, Vijayawada, Tadeppaligudam, Rajahmundry and Visakhapatnam. The capacity will depend on the availability of suitable accommodation at each place.

(c) Yes.

Family Planning Centres in Andhra Pradesh

4348. **Shri Madhusudan Rao:** Will the Minister of **Health** be pleased to state:

(a) the number of Family Planning Centres opened during 1958--61 in Andhra Pradesh; and

(b) the names of the places where such centres have been started?

The Minister of Health (Shri Karmarkar): (a) and (b). The required information is being collected and will, when available, be laid on the Table of the Sabha.

Wall built near Nizamuddin Station

4349. **Raja Mahendra Pratap:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that a wall was built near Nizamuddin Railway Station shutting up three villages;

(b) whether any case is going on about the wall; and

(c) if so, the nature of steps taken or proposed to be taken to give relief to the affected villagers?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) A boundary wall has been built parallel to the transit shed and goods platform on the side opposite to the station building in order to prevent encroachment and also to prevent the use of Railway land as an unauthorised thoroughfare. This, however, does not involve the shutting up of any village.

(b) Yes, Sir. The villagers filed a suit which was rejected with costs on 19-11-1958 but they have filed a fresh suit which is pending in the Court.

(c) Does not arise as the matter is *Sub Judice*.

उत्तर प्रदेश में टेलीफोन कनेक्शन

४३५०. {श्री भक्त दर्शन :
[illegible] श्री सरजू पाण्डेय :

क्या **परिवहन तथा संचार** मन्त्री यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश में वर्ष १९६०-६१ में टेलीफोन कनेक्शनों की कुल कितनी मांग थी;

(ख) उनमें से कुल कितने व्यक्तियों को वर्ष के अन्त तक कनेक्शन दिये जा सके;

(ग) इस समय कितने प्रार्थना पत्र विचाराधीन पड़े हैं; और

(घ) उस परिमण्डल में अधिक से अधिक टेलीफोन कनेक्शन शीघ्र से शीघ्र दिये जाने के लिये क्या कार्यवाही की जा रही है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) ४३५९।

(ख) १७५४।

(ग) ८९९२ (३१ मार्च, १९६१ को)

(घ) नये एक्सचेंज लगाये जा रहे हैं और उपलब्ध साधनों व स्थान आदि की व्यवस्था के अनुसार मौजूदा एक्सचेंजों का विस्तार किया जा रहा है। फिर भी, बहुत बढ़ी हुई मांगों तथा पिछली सभी मांगों को उपलब्ध साधनों द्वारा पूरा न कर पाने के कारण टेलीफोन की कमी इस समय देश भर में व्यापक रूप से अनुभव की जा रही है।

Computation of Wages of Staff in Railway Workshops

4351. { **Shri Ram Krishan Gupta:**
Shri T. B Vittal Rao:

Will the Minister of **Railways** be pleased to refer to the reply given to Unstarred Question No. 1124 on the 1st December, 1960 and state:

(a) whether the question of taking House Rent Allowance into account in computing over-time wages under the Factories Act to staff in Railway Workshops has since been finalised; and

(b) if so, the nature of the decision arrived at?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The matter is still under consideration.

Purchase of Aircrafts

4352. **Shri Ram Krishan Gupta:** Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 721 on the 6th December, 1960 and state:

(a) whether any decision has since been taken regarding the number and type of aircrafts to be purchased during the Third Five Year Plan period; and

(b) if so, the details thereof?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b). In addition to the 4th Boeing 707 Jet aircraft acquired by the Air India International Corporation, as indicated in reply to Unstarred Question No. 2109 on the 5th September, 1960, the Corporation have placed an order, with the approval of the Central Government, for two additional Boeing 707 Jet aircraft estimated to cost Rs. 8.00 crores. The aircraft are due to be delivered in April, 1962.

No decision has yet been taken regarding the type and number of aircraft to be purchased by the Indian Airlines Corporation during the Third Five Year Plan period.

National Library for Medical Studies

4353. **Shri Ram Krishan Gupta:** Will the Minister of **Health** be pleased to refer to the reply given to Starred Question No. 723 on the 6th December, 1960 and state:

(a) whether the proposal for setting up of a National Library for Medical Studies has since been finalised; and

(b) if so, the details of the same?

The Minister of Health (Shri Karmarkar): (a) It is not proposed to set up a new Library. The existing Library attached to the Directorate General of Health Services is being developed so as to make its services available to the public outside Delhi also. The financial allocation for this purpose in the Third Plan has not yet been finalised.

(b) Does not arise.

हिमाचल प्रदेश के वनों में पशु चराना

४३५४. **श्री पद्म देव** : क्या खाद्य तथा कृषि मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हिमाचल प्रदेश के जंगलों पर चरागाह का बोझ बढ़ रहा है;

(ख) क्या यह भी सच है कि इसके ही कारण भूमि कटाव भी वृद्धि पर है; और

(ग) यदि उपरोक्त भाग (क) तथा (ख) के उत्तर स्वीकारात्मक हों तो सरकार ने इसकी रोक थाम के लिए क्या पग उठाये हैं ?

कृषि मंत्री (डा० पं० शा० देशमुख) : (क) जी, हां ।

(ख) जी हां, उन कारणों में से पशु का चराना एक कारण है ।

(ग) हिमाचल प्रदेश से बाहर चराने वालों को पिछले सालों से अधिकृत संख्या से अधिक संख्या में परमिट देना मना किया जा रहा है। वन-रोपण और अन्य भूमि संरक्षण के उपाय भी किये जा रहे हैं।

सिंचाई प्रशिक्षण

४३५५. **श्री पद्म देव** : क्या **सिंचाई और विद्युत्** मन्त्री यह बताने की कृपा करेंगे कि वर्ष १९६० में कितने सरकारी कर्मचारी सिंचाई सम्बन्धी प्रशिक्षण हेतु विदेश गये ?

सिंचाई और विद्युत् उपमन्त्री (श्री हाथी) : १९६० में १५ अधिकारी सिंचाई के सम्बन्ध में विदेशों में प्रशिक्षणार्थ भेजे गये थे, जिसका विवरण निम्नलिखित है :—

केन्द्रीय सरकार के कर्मचारी	९
राज्य सरकार के कर्मचारी	६
	१५

Progress in Railways during Second Plan

4356. Shri Rajeshwar Patel: Will the Minister of **Railways** be pleased to state:

(a) the total amount actually spent during the Second Five Year Plan;

(b) the additional Railway mileage constructed during the period;

(c) the total mileage of Railway lines doubled;

(d) the restoration of uprooted railway lines; and

(e) the total length of railway lines converted from narrow and metre gauges to broad gauge?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) The total actual expenditure for the whole of Second Five Year Plan is not yet avialable. The total estimated expenditure comprising the actual expenditure for the first four years and the Revised Estimate for the last year is Rs. 1092·83 crores (excluding Rs. 15 crores set apart for P & T and Power Supply Authorities in connection with Railway Electrification Schemes).

(b) 768·33 miles.

(c) 925·35 miles.

(d) 29·87 miles.

(e) 51·75 miles.

कुष्ठ निवंधन

४३५७. **श्री विभूति मिश्र** : क्या स्वास्थ्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय सरकार ने विभिन्न राज्य सरकारों को कुष्ठ रोग से पीड़ित लोगों के सहायतार्थ कोई अनुदान १९६० और ३१ जनवरी, १९६१ तक दिये हैं;

(ख) यदि हां, तो कुल कितनी-कितनी राशि प्रत्येक राज्य को दी गई ;

(ग) क्या केन्द्रीय सरकार कुष्ठ रोग से पीड़ित रोगियों के उपचार के लिये कोई अस्पताल खोलने का विचार कर रही है; और

(घ) यदि हां, तो इसके कब तक खुल जाने की सम्भावना है ?

स्वास्थ्य मन्त्री (श्री करमरकर) (क) जी, हां।

(ख) केन्द्रीय सहायता देने की संशोधित प्रणाली के अनुसार, रोगों के नियन्त्रण की लोक स्वास्थ्य योजनायें लागू की गई हैं, जिनमें कुष्ठ नियन्त्रण योजना भी आ जाती है, से सम्बन्धित योजनाओं के लिये १९६०-६० और १९६०-६१ में निम्नलिखित सहायतानुदान दिये गये —

राज्य का नाम	१९५९–६० में दिया गया महाय्यानुदान (रु० लाखों में)	१९६०–६१ में दिया गया महाय्यानुदान (रु० लाखों में)
आन्ध्र प्रदेश	११.३३	४०.३४
आसाम	३.३७	७.९१
बिहार	९.८१	२०.४६
बम्बई (कम्पोजिट)	१६.०१ गुजरात	८.७४
	महाराष्ट्र	१५.०५
जम्मू व काश्मीर	१.२७	१.४७
केरल	६.१७	२१.३८
मध्य प्रदेश	१२.५४	११.१२
मद्रास	१५.८३	२९.८८७
मैसूर	६.८०	८.७८४
उड़ीसा	५.०९	१४.०१
पंजाब	४.८८	१४.८८
राजस्थान	६.१६	९.८९
उत्तर प्रदेश	१८.१३	८.२५
पश्चिम बंगाल	७.७९	९.५२
इस वर्ग का योग	१२५.१८	२२१.६९१

एक वर्ग के अन्दर विभिन्न योजनाओं पर होने वाले व्यय के नियमन के लिये राज्य सरकारें स्वतन्त्र हैं।

(ग) केन्द्रीय सरकार के विचाराधीन ऐसा कोई प्रस्ताव नहीं है।

(घ) यह प्रश्न नहीं उठता।

Development of National Highways

4358. Shri Ajit Singh Sarhadi: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the target of 700 miles of missing links, 40 major bridges and 3,500 miles of existing sections of National Highways has been reached by the end of Second Five Year Plan; and

(b) if not, the reasons for the shortfall?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) According to the latest position, targets in respect of both "improvements" and "Major bridges" have been fully achieved. There may, however, be a small shortfall in regard to "missing links". The information regarding the exact extent of this shortfall will be placed on the Table of the Lok Sabha when available.

(b) Does not arise.

Train Accident

4359. Shri Subiman Ghose: Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 984 on the 19th December, 1960 regarding Train Collision at Ultadanga Station, near Calcutta and state:

(a) whether enquiry has been completed and if so, the result of it;

(b) whether any injured died subsequently;

(c) whether any compensation has been paid to any;

(d) if so, the quantum in each case; and

(e) if not, the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes Sir. The accident was due to 'Failure of Railway staff.'

(b) No Sir.

(c) to (e). No claim has been received so far.

D.V.C. Navigation Canal

4360. Shri Subiman Ghose: Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Unstarred Question No. 1833 on the 12th March, 1959 and state:

(a) whether the D.V.C. navigation canal has started functioning since July, 1959 as anticipated;

(b) whether the ferry boat service is functioning throughout the year; and

(c) if not, what steps are being taken in the matter?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No.

(b) Does not arise.

(c) The navigation canal is likely to be opened for traffic by the middle of 1962.

Central Crime Bureau

4361. Shri D. C. Sharma: Will the Minister of **Railways** be pleased to state:

(a) the progress made so far by the Central Crime Bureau set up as part of the Railway Board's establishment in Delhi for scientific study of inter State and inter-Railway crime and criminals; and

(b) the progress made in the experiments to provide electronic metal detectors at the gates of Railway stores depots and workshops to check surreptitious removal of valuable Railway property?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Within the short period of its existence of 9 months, the Central Crime Bureau in the Rly. Board has built up various useful records, with the help of which it has already traced out 3 crime cases of inter-State and inter-Railway nature, which were otherwise declared

untraced by the police. The Bureau, in collaboration with the Govt. Railway Police and local police, has also successfully liquidated three gangs of criminals.

(b) The instrument originally designed for the purpose, having not been found useful, another electronic device is being developed.

Foreign Chicks

4362. Shri Ajit Singh Sarhadi: Will the Minister of **Food and Agriculture** be pleased to state:

(a) what steps are being taken to propagate and spread the breed of chicks and their progeny obtained from abroad which obtained a higher weight in shorter time and at lower cost in different States; and

(b) whether States have been acquainted with this breed?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) The female stock of the breed is being retained for egg production so that chicks produced therefrom may be further studied for broiler production under different climatic conditions.

(b) A note on the results achieved in the trials made so far has been circulated to the various States.

Electrification of Howrah-Burdwan Sector

4363. Shri Ajit Singh Sarhadi: Will the Minister of **Railways** be pleased to state:

(a) whether the work of electrification of Howrah-Burdwan Sector has been given on contract by global tenders; and

(b) if not, what was the method adopted to give the contract?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes Sir.

(b) Does not arise.

Fish in Chilka Lake

4364. Shri Chintamoni Panigrahi: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the Union Government has approved any scheme for increasing the fish population in Chilka Lake in Orissa during the Third Five Year Plan;

(b) if so, the nature of such schemes;

(c) whether any money has been allotted for Orissa in the 1961-62 financial year under this head; and

(d) if so, what amount?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) to (d). The Union Government has approved a scheme for reclaiming the foreshore of the Chilka Lake for marine fish farming. In addition, a scheme for conservation of fisheries is being worked jointly by the Central and the State fisheries research workers at the Balugaon Research Station, which is a research unit of the Central Inland Fisheries Research Institute. Under the reclamation scheme, the watelands in the foreshore of the Chilka Lake will be reclaimed to yield paddy lands and water areas for fish farming. Under the research scheme, Biologists are studying the life history and bionomics of the important commercial fish with a view to recommending conservation measures.

The following financial allotments have been made for these schemes for the year 1961-62:—

(a) Reclamation of foreshore of Chilka Lake Rs. 1·40 lakhs.

(2) Applied research on Marine Biology Rs. 0·31 lakhs.

Transport of Articles at Concessional Rates by Indian Railways

4365. Shri Achar: Will the Minister of **Railways** be pleased to state:

(a) the commodities or articles the railways transport at special concessional rates;

(b) the value and extent of concession shown by the Railways to Government departments such as Posts and Telegraphs Department, Defence Department and any other department, and the estimated yearly loss of income on this account;

(c) the commodities and articles; which are carried by the Railways at a rate lower than the actual cost; and

(d) ton mileage of the commodities and articles carried by the railways at such concessional rates and the loss of income on account of such rates during the financial years of 1958-59 and 1959-60?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The information is being collected and will be laid on the table of the House.

(b) On a very approximately basis and taking the figures of traffic during 1958-59 the value of concessions to the Military traffic and traffic of the Post and Telegraph Department works out to Rs. 180 lakhs and Rs. 30 lakhs respectively.

(c) and (d). It is not possible to furnish this information as the Indian Railways do not work out the actual cost of hauling individual commodities.

Medium Irrigation Projects in Orissa

4366. Shri Kumbhar: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that several medium irrigation projects in Orissa State sanctioned during the First and Second Five Year Plan periods have been withheld;

(b) if so, the number of such schemes withheld;

(c) the reasons for the same; and

(d) the steps taken in the matter?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (d). The information is being collected and will be laid on the Table of the House.

Minor Irrigation Projects in Orissa

4367. Shri Kumbhar: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that several minor irrigation projects in Orissa State sanctioned during the First and Second Five Year Plan periods have been withheld;

(b) if so, the number of such Schemes withheld;

(c) the reasons for the same; and

(d) steps taken in the matter?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) to (d). Information is being collected from the State Government and will be placed on the Table of the Sabha when received.

Production of Fibres for Rope Industry

4368. { Shri Shree Narayan Das: / Shri Radha Raman:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) what is the present position with regard to production of fibres for rope making in the country;

(b) the steps taken so far for the development of fibres production;

(c) whether there is any scheme for such development during the Third Five Year Plan; and

(d) if so, the important features of such a scheme?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) The fibres used for rope making are (i) sisal (ii) sann hemp (iii) mesta and (iv) coir. Annual production of these fibres in the country is estimated as under:—

(*i*) Sisal	1,000 tons
(*ii*) Sann hemp	80,000 tons
(*iii*) Mesta .	1,96,000 tons
(*iv*) Coir . .	1,50,000 tons

Separate figures of these fibres used for rope making are not available.

b) to (d). Schemes for improvement in quality and yield of sisal and mesta have been taken up.

It is proposed to set up a Research Station in Orissa to undertake research on sisal cultivation during the Third Plan period. A sisal development scheme aiming at increasing the production of sisal in the country to meet the present requirements of the rope industry is proposed to be taken up in the sisal growing States in India.

A scheme on improvement in yield and quality of sann hemp is also proposed to be taken up during the Third Five Year Plan period.

सहायक प्रचार निरीक्षक

४३६९. **श्री जगदीश अवस्थी** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनके मन्त्रालय का ध्यान साप्ताहिक हिन्दी पत्र 'आवाज' के दिनांक १९ जनवरी, १९६१ के अंक में प्रकाशित असिस्टेंट पब्लिसिटी इंस्पैक्टर की नियुक्ति के बारे में आकर्षित किया गया है ;

(ख) यदि हां, तो उस समाचार के तथ्य क्या हैं और उस सम्बन्ध में अभी तक क्या कार्यवाही की गई है; और

(ग) उसका क्या परिणाम हुआ है ?

रेलवे उपमंत्री (श्री शाहनवाज खां) : (क) जी, हां ।

(ख) और (ग). झांसी के मण्डल अधीक्षक के कार्यालय में १५०—२२५ रु० के निर्धारित वेतन-मान में सहायक प्रचार निरीक्षक (Assistant Publicity Inspector) की जगह सितम्बर, १९६० में खाली हुई थी । साधारणत: यह जगह सेलेक्शन के आधार पर भरी जानी थी, लेकिन चूंकि सेलेक्शन पेनल खत्म खत्म हो चुका था और नया पेनल बनाने में काफी समय लगने की सम्भावना थी, इसलिये स्थानीय व्यवस्था के रूप में यह जगह अस्थायी तौर पर भर ली गयी । साधारणत: कुछ समय पहले पेनल बन गया होता लेकिन चूंकि यह जगह अनुसूचित जाति के उम्मीदवार के लिय आरक्षित थी और इसी बीच अनुसूचित जाति/अनुसूचित आदिम जाति के उम्मीदवारों के लिये सेलेक्शन पद आरक्षित करने का प्रश्न सर्वोच्च न्यायालय के सामने आया हुआ था इसलिये मध्य रेलवे को निदेश दिया गया कि आरक्षित जगहों के लिये कोई सेलेक्शन न किया जाये और यदि पेनल में कोई न हो, तो तदर्थ रूप से ऐसी जगहें अस्थायी तौर पर भर ली जायें । इसके अनुसार झांसी के सहायक प्रचार निरीक्षक के पद पर श्री आर० सी० रिचरैया अस्थायी तौर पर काम कर रहे हैं । पत्रकारिता के अपने अनुभव और अच्छी शिक्षा के कारण श्री रिचरैया उपलब्ध उम्मीदवारों में सबसे उपयुक्त समझ गये (इन्होंने अंग्रेजी साहित्य और राजनीति शास्त्र विषयों को लेकर बी० ए० पास किया है) ।

Acquisition of Land in Dhabaijala, Tripura

4370. **Shri Dasaratha Deb**: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the Government have received any representation from the people of Dhabaijala and Aralia against acquisition of the Dhabaijala in Sonamura Division, Tripura;

(b) if so, the nature of representations; and

(c) whether the scheme for acquisition of the Jala has been abandoned due to opposition to it?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Yes.

(b) Opposition to the proposed acquisition of a few strips of privately owned land required for improving the drainage of the Jala.

(c) No.

छुट्टी जाने वालों के स्थान पर काम करने वाले टिकट कलेक्टर

४३७१. **श्री सरजू पाण्डेय**: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे पर छुट्टी पर जाने वालों के स्थान पर काम करने वाले टिकट कलेक्टर टी० टी० ई० (टिकट परीक्षकों) का काम १९५७ से कर रहे हैं ?

(ख) यदि हां, तो क्या उन्हें वे सभी सुविधायें दी जाती हैं जो टिकट परीक्षकों को उपलब्ध होती हैं ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे उपमंत्री (श्री शाहनवाज खां): (क) जी, हां ।

(ख) और (ग) छुट्टी (Leave Reserve) टिकट कलेक्टर जब चल टिकट परीक्षकों (टी० टी० ई०) का काम करते हैं तो उन्हें नियमानुसार मिलने वाली सभी सुविधाएं दी जाती हैं, लेकिन मंथली यात्रा भत्ता (Travelling Allowance) नहीं दिया जाता, क्योंकि नियमानुसार यह भत्ता उन्हें नहीं दिया जा सकता । लेकिन वे यात्रा भत्ता पाने के हकदार हैं ।

Development of Fisheries in Madras

4372. **Shri Elayaperumal**: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any amount has been sanctioned to Madras State to develop fisheries in that State;

(b) if so, the total amount which has been sanctioned for the purpose for the year 1959-60 and 1960-61; and

(c) if no amount has been sanctioned the reasons therefor?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) An allocation of Rs. 95·14 lakhs was made under the Second Five Year Plan for fisheries development schemes in Madras State. The allocation for this purpose under the Third Five Year Plan is Rs. 222 lakhs.

(b) and (c). Separate figures in respect of sanctions issued during the last two financial years are not available as under the revised procedure such sanctions are included under the Head of Development 'Animal Husbandry, Dairying and Fisheries'. A statement showing the amounts sanctioned to the State of Madras during the years 1959-60 and 1960-61 in respect of this Head of Development is given below.

STATEMENT

(Rs. in lakhs)

1959-60 Net amounts sanctioned		1960-61 Provisional sanction	
Loan	Grant	Loans	Grant
20·34	21·15	39·14	25·82

Minor Irrigation Works in Madras State

4373. **Shri Elayaperumal**: Will the Minister of **Food and Agriculture** be pleased to state what amount was allotted to Madras State for the improvement of Minor Irrigation Works in the years 1959-60 and 1960-61?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): The total allotment for Minor Irrigation Schemes of Madras for 1959-60 and 1960-61 was Rs. 139·50 lakhs and Rs. 173·07 lakhs respectively. This included an amount of Rs. 85·00 lakhs in 1959-60 and Rs. 99·00 lakhs in 1960-61 for improvement of Minor Irrigation Works.

Rural Electrification in Madras State

4374. **Shri Elayaperumal**: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether any amount has been sanctioned to Madras State for rural electrification;

(b) if so what amount has been sanctioned for the years, 1958-59, 1959-60 and 1960-61; and

(c) if not, the reasons therefor?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (c). During the first three years of the Second Five Year Plan, no financial assistance was sanctioned specifically for rural electrification schemes. These were financed out of the loans advanced to the State for Miscellaneous Development Schemes, and for expansion of power facilities for increasing employment opportunities. A scheme of Central loan assistance for rural electrification was introduced in 1959-60. No loan under this scheme was asked for by the Government of Madras. The loans advanced to the State during the years 1958-59, 1959-60 and 1960-61 under the programme of expansion of power facilities for increasing employment opportunities are given below:—

	(Rupees in lakhs)
1958-59	19·79
1959-60	1·97
1960-61	—

In addition to the above loans, certain materials and equipment obtained under T.C.M. aid were also given to the State Government for rural electrification. The cost of such materials, which has been treated as loan to the State Government, is given below:—

1958-59	Rs. 35,73,839
1959-60	—
1960-61	Rs. 67,034

Hard Coke Wagon

4375. Shri Yadav Narayan Jadhav: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that a wagon of Hard Coke-wagon No. 6028 E.R. booked on 3rd February, 1961 from Pathardih to Lasalgaon, is lying at Byculla, Bombay;

(b) whether it is also a fact that this is the third instance of its kind, and the Niphad Taluka Halwai Hotel Union, Coal Depot, Lasalgaon have complained repeatedly about the inconvenience that has been felt by them; and

(c) who are the persons responsible and what steps have been taken against their lapses?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). This wagon which was wrongly received at Byculla on 18th February, 1961 was connected on 14th March, 1961 and sent to the correct destination Lasalgaon where delivery of the contents thereof was given to the Niphad Taluka Halwai Union Coal Depot on 29th March, 1961.

It was only in this case that a complaint was lodged with the Central Railway.

(c) Responsibility of the staff is being fixed.

Representation against B.D.O., Kailasahar, Tripura

4376. Shri Dasaratha Deb: Will the Minister of **Community Development and Cooperation** be pleased to state:

(a) whether any representation has been received by Tripura Administration against the Block Development Officer, Kailasahar, Tripura recently;

(b) if so, the nature of representation; and

(c) the steps taken in the matter?

The Deputy Minister of Community Development and Cooperation (Shri B. S. Murthy): (a) Yes.

(b) Irregularities concerning the construction of Village Level Workers' quarters and misuse of Government transport have been alleged in the representation.

(c) The matter is under investigation by the Tripura Administration.

Yarn Sales and Purchase Co-operative Society, Tripura

4377. Shri Dasaratha Deb: Will the Minister of **Community Development and Cooperation** be pleased to state:

(a) whether the accounts of Yarn Sales and Purchase Cooperative Society of Tripura have been audited in 1959-60; and

(b) if so, the main features of the Audit Reports?

The Deputy Minister of Community Development and Cooperation (Shri B S. Murthy): (a) The audit of the Yarn Sales and Purchase Society of Tripura for the Cooperative years 1958-59 and 1959-60 is in progress. This society was converted in 1960-61 into an Apex one under the style "The Tripura State Industrial Cooperative Socicy Ltd." Audit of this Apex society for 1960-61 will be taken up after the close of the cooperative year i.e. after 30th June, 1961.

(b) As the audit has not yet been completed—the question does not arise.

Opening of a Railway Hospital at Basti

4378. Shri Ram Shankar Lal: Will the Minister of **Railways** be pleased to state:

(a) whether between Gorakhpur and Gonda a distance of more than 90 miles on North Eastern Railway there is no Railway Hospital or dispensary and the services of non-railway doctors have to be often called for;

(b) if so, whether it is proposed to open a railway hospital, dispensary or a health centre at Basti midway between Gorakhpur and Gonda; and

(c) when the proposal is likely to be implemented?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) There is no Railway Hospital or dispensary between Gorakhpur and Gonda but there are no reports about non-Railway Doctors being called in for services to be rendered to Railway employees.

(b) and (c). There was a proposal to provide a Health Centre at Basti during 1961-62, but the same has been deferred to 1962-63.

Warehouse for Tea at Calcutta

4379. Shri P. C. Borooah: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government have sanctioned the construction of a multi-storeyed and air-conditioned warehouse for tea at Calcutta;

(b) if so, at what cost; and

(c) what action has been taken in that direction so far?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) Rs. 115·65 lakhs.

(c) The foundation work for the Tea Warehouse has been completed. The construction of the superstructure is in progress.

तहसील सहकारी समिति के धन का गबन

४३८०. श्री पद्म देव : क्या सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हिमाचल प्रदेश के जिला महासू की तहसील ठयोग की तहसील सहकारी समिति का लाखों रुपयों का गबन हुआ है ;

(ख) क्या यह भी सच है कि इस धन के संबंध में कोई कार्यवाही नहीं हुई है ; और

(ग) यदि उपरोक्त भाग (क) तथा (ख) के उत्तर स्वीकारात्मक हों, तो सरकार इस दिशा में क्या कर रही है ?

सामुदायिक विकास तथा सहकार उपमंत्री (श्री ब० स० मूर्ति) : (क) जी हां, १,७५,०२१ रु० का गबन इस संस्था में १९५६ तक हुआ ।

(ख) इस समय यह कहना कठिन है क्योंकि ऊपर वाली रकम के तीन मुकदमें अदालतों में दायर हैं ।

(ग) सहकारी विभाग को संघ के धन की हानि की जब जानकारी हुई तो उन्होंने १९५६ से निम्नलिखित कदम उठाए :—

(१) धन के गबन के लिए जिम्मेवार प्रबन्ध कमेटी से अधिकार ले लिया गया और संघ के कार्यों को सम्हालने के लिए एक प्रशासक मुकर्रर कर दिया गया । जिनसे बड़ा बड़ी रकमें वसूल करनी थीं उनके व उनकी जमानतों और प्रबन्धक समिति के सदस्यों के खिलाफ सालसजमीकदमें तैयार किए गये

(२) प्रशासक ने बाद में रु० ३४०७३·५० की डिगरी ले ली । अब डिगरी की की इजरा दीवानी अदालत में कराई जा रही है ।

(३) एक और डिगरी रु० १,५८,०७६ ७२ की भी ले ली गई । इस के खिलाफ अपील दायर हुई और मामला अपील वाली अदालत में अभी दायर है ।

(४) तीसरा रु० २२,९८६.५१ का सारी मुकदमा सालिस के सामने है ।

(५) ऊपर बताए गए दीवानी दावे दायर करने के अलावा नीचे दिए गए फौजदारी दावे भी चलाए गए :

(१) वियोग सहकारी संघ के एजेंट के खिलाफ एक मुकदमा चलाया गया है । उसने संघ के नाम पर एक निजी ट्रक को रास्ते पर चलाने की इजाजत देने के जाली से कागजात बनाए थ । व वियोग में पहले दर्जे के न्यायाधीश के सामने मुलजिम है ।

(२) एजेंट के खिलाफ एक और ५०,००० रूपये के मुकदमे की जांच हो रही है । यह रकम १,५८,०७६.७२ की डिगरी में शामिल है ।

(६) संघ को ऋण-निस्तार-अधिकारी के अधीन कर दिया गया है और वह इन दावों की पैरवी कर रहा है ।

हिमाचल प्रदेश में सहकारी समितियों द्वारा धन का गबन

४३८१. **श्री पद्म देव** : क्या **सामुदायिक विकास तथा सहकार** मंत्री यह बताने की कृपा करेंगे कि :

(क) ३१ दिसम्बर, १९६० तक हिमाचल प्रदेश में जिलावार सहकारी समितियों और संगठनों का कितना-कितना धन गबन हुआ था ; और

(ख) उक्त राशियों की वसूली के लिये क्या उपाय किये जा रहे हैं ?

सामुदायिक विकास तथा सहकार उपमंत्री (श्री ब० स० मूर्ति) : (क) जिले-वार जानकारी नीचे दी गई है :

नाम जिला	अन्तर्ग्रस्त समितियां	मामलों की संख्या	अन्तर्ग्रस्त धन (रुपये)
(१) महासू . . .	२२	७६	४,७५,३७१.१५
(२) बिलासपुर . .	१	१	३८०.००
(३) चम्बा	१	१	१,०००.००
(४) मण्डी . . .	१४	१४	५३,४०२.३१
योग . . .	३८	९२	५,३०,१५३.४६

(ख) इन पुराने मामलों के लिए जो कदम उठाए जा रहे हैं उनमें सालिस मुकर्रर करना, भारी मवन के मामलों में फ़ौजदारी मुकदमें चलाना और जहां जरूरी होता है दिवालया करार देना शामिल है। अब तक रु० ६५,२५७ वसूल किए जा चुके है। अब यह बेकायदगियां काबू के अन्दर हैं। एक जिला सहकारी व संभरण अधिकारी बीच में पड़े हुए मामलों की पैरवी के लिए जल्दी मुकर्रर किया जाएगा।

हिमाचल प्रदेश सहकारी विपणन विकास संघ

४३८२ **श्री पद्म देव** : क्या सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हिमाचल प्रदेश सहकारी विपणन विकास संघ का संचालक मण्डल समाप्त कर दिया गया है और उसका प्रशासन सरकार ने अपने हाथ में ले लिया है ; और

(ख) यदि हां, तो उसके क्या कारण हैं ?

सामुदायिक विकास तथा सहकार उप-मंत्री (श्री ब० स० मूर्ति) : (क) जी हां। हिमाचल प्रदेश सहकारी विपणन विकास संघ का संचालक मण्डल अगस्त १९६० में मुअत्तल किया गया और एक प्रशासक सलाहकार कमेटी के साथ जिसमें दो सरकारी तीन गैरसरकारी सहकारी सदस्य थे उसके काम सम्हालने के लिए मुकर्रर किया गया था।

(ख) (१) संचालक मण्डल कानून के के मुताबिक नहीं बना हुआ था।

२. संघ की कार्यवाहियों का प्रबंध ठीक नहीं था।

३. अनौचित्य धन ो दुरुपयोग नियमों का उल्लंघन।

४. उधार लेने की सीमा से बहुत ज्यादा बाहर से कर्जा लेना।

५. धन देने वाली संस्था (हिमाचल प्रदेश राज्य सहकारी बैंक) का विश्वास न रहा। उन्होंने मार्च १९६० में अपने प्रस्ताव द्वारा रजिस्ट्रार से प्रार्थना की कि संघ के संचालक मण्डल को मुअत्तल कर दिया जाए।

हिमाचल प्रदेश में आलू की बिक्री

४३८३. **श्री पद्म देव** : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि क्या १९६० में हिमाचल प्रदेश में सहकारिता विभाग के सहयोग से बेचे गये आलू का पूरा मूल्य किसानों को चुका दिया गया है और यदि नहीं, तो वह कब तक चुकाया जायेगा ?

कृषि उपमंत्री (श्री मो० वें० कृष्णप्पा) : विभागीय लेखों के अनुसार २३.३३ लाख रुपये की राशि बाकी है और जो राशि पहले दे दी गई है वह २२.७१ लाख रुपये है। बाकी रकम सम्बन्धित व्यक्तियों द्वारा लेखों की पुष्टि करने के पश्चात् ६०,७४०.०० रुपये वर्गीकृत संभरण के परिमियम (premium) के साथ अदा कर दी जायेगी।

Colleges of Catering

4384. Shri Nanjappan: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the number of colleges of catering to be set up in the country;

(b) the places where they will be set up;

(c) the aids to be given by the Centre and the States; and

(d) the subjects proposed to be taught and the number of persons to be trained in each of these colleges?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). There is a proposal under consideration to re-organise and put on a permanent footing the existing College of Catering and Institutional

Management at Bombay and to establish similar institutions in other important cities such as Delhi, Madras and Calcutta. The exact number of institutions to be set up and their locations are matters which are still under examination.

(c) The capital and recurring costs will have to be shared by the State and Central Government. The pattern of sharing of costs is under consideration in consultation with the State Government concerned.

(d) These details are being worked out.

Coastal Shipping

4385. Shri Muhammed Elias: Will the Minister of **Transport and Communications** be pleased to state:

(a) what is the reason for decrease in the cargo of coastal shipping;

(b) whether it is a fact that movement of salt by coastal vessels has fallen down to a great extent;

(c) if so, what is the reason for this; and

(d) what steps are being taken to improve the situation?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) There has been no appreciable decline in the total volume of the coastal trade during recent years.

(b) and (c). The movement of salt by the coastal vessels is from West Coast to Calcutta and from Tuticorin to Calcutta. While the movement of salt in the former sector has fallen, it has been off-set to a great extent by increase in the movement of salt from Tuticorin to Calcutta. However, there has been some reduction in the coastal salt traffic due to partial diversion, by rail, of the traffic from the West Coast ports to Calcutta.

(d) Government have decided to increase the volume of annual traffic of coal from Calcutta to the South Indian and West Coast ports from one million to two million tons. In order to make the employment of colliers economical and to provide return cargo to colliers discharging coal at West Coast ports, efforts are also being made to divert, by sea, the rail traffic of salt from West coast ports to the Calcutta area.

Unauthorised Colonies in New Delhi

4386. Shri Bal Raj Madhok: Will the Minister of **Health** be pleased to state:

(a) the names of unauthorised colonies of New Delhi with the following details:

(i) the number of houses;

(ii) the number of vacant plots of land;

(iii) whether the colony came into existence before or after the Delhi Municipal Corporation Act;

(b) the particulars of unauthorised colonies regularised and approved during the last three years; and

(c) the principles on the basis of which the colonies referred to in part (b) above were approved?

The Minister of Health (Shri Karmarkar): (a) There are no unauthorised colonies in the jurisdiction of New Delhi Municipal Committee except the unauthorised jhuggies and labour camps scattered around New Delhi.

(b) and (c) Do not arise.

Loss of Service by Railway Employees

4387. Shri Subiman Ghose: Will the Minister of **Railways** be pleased to state:

(a) whether services of any Railway employees in Eastern and South Eastern Railways were terminated according to Rule 149 of the Railway Establishment Code Vol. I (1959 Edition) in 1960 and 1961 (upto March);

(b) if so, the number of such employees Zone-wise and the class to which they belong; and

(c) how many of them lost services for (i) accidents (ii) corruption (iii) gross misconduct to high officials and (iv) other reasons?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes. The Hon'ble Member has perhaps in mind the cases of exercise of summary powers by General Managers.

(*b*)	Eastern Railway . .	1
	South Eastern Railway . All three belonged to Class III. . . .	2
(*c*)	(*i*) Accidents .	Nil
	(*ii*) Corruption . .	2
	(*iii*) Assault on supervisory official. . . .	1
	(*iv*) Other reasons .	Nil

मध्य प्रदेश में नदी परियोजनायें

४३८८. **श्री अमर सिंह डामर** : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) तृतीय पंचवर्षीय योजना के अन्तर्गत मध्य प्रदेश के झाबुआ और धार आदिवासी जिलों में कितनी नदी बांध परियोजनायें आरम्भ करने का विचार है जिन पर १० लाख रुपये से अधिक लागत आयेगी ; और

(ख) जिला झाबुआ की लगान तहसील पेटलावाद में ऐसी कितनी परियोजनाओं के लिये सर्वेक्षण हो चुका है ?

सिंचाई और विद्युत उपमंत्री (श्री हाथी): (क) तथा (ख). जानकारी इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी ।

Delhi Milk Scheme

4389. **Shri A. M. Tariq**: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that certain instances of malpractices in handling of collections from booths installed under the Milk Supply Scheme have come to the notice Government;

(b) if so, the details thereof; and

(c) the action Government proposed to take in the matter?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) to (c). So far, only one instance where a Depot Manager failed to make over the correct amount, has come to the notice of Government. The accounts of the Depot Manager were, therefore, checked and the full amount of Rs. 1,023·00 remitted short by him, has been realised from him. The services of the Depot Manager concerned have been dispensed with and suitable action is being taken against the cash clerk concerned for failing to find out the short credits by the Depot Manager.

Scarcity of Water in Jangpura, New Delhi

4390. **Shri Ram Garib**: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that there is a great scarcity of water in Jangpura area in New Delhi;

(b) whether Government have received any representations in this regard;

(c) whether it is a fact that water connections for domestic use are not issued in this area whereas water connections for commercial use are being used and if so, what are the reasons for the same; and

(d) what steps Government propose to take to mitigate the hardships of the residents of that area?

The Minister of Health (Shri Karmarkar): (a) There is actually no scarcity of water supply in Jangpura area. On the other hand it is presumed that this question is mainly concerned with Bhogal area where water supply is being given at present only through public hydrants.

(b) Only one or two casual complaints have been received by the Delhi Municipal Corporation regarding low pressure in Jangpura Extension area.

(c) Water connections are being given to those houses where flush system of drainage is installed as well as to dispensaries, schools and temples i.e., not only for domestic but also for commercial, educational and religious purposes without any discrimination, provided proper drainage exists.

(d) In order to improve the pressure in the areas of Jangpura, Bhogal, Nizamuddin, etc. a new trunk main is being laid from Hardinge Bridge to Nizamuddin which is expected to be completed in about a month.

P. & T. Building, Amritsar

4391. Shri Bal Raj Madhok: Will the Minister of **Transport and Communications** pleased to state:

(a) whether it is a fact that the funds of the sanctioned electric estimates for the Departmental buildings of Amritsar Telegraph Sub-Division were utilised for the Congress Session at Amritsar in 1956;

(b) whether the diversion of funds from sanctioned departmental estimates for political conferences is permissible under the rules; and

(c) if not, what action Government propose to take against those responsible for it?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) No funds of any sanctioned electric estimate for the departmental buildings in Amritsar Telegraph Sub-Division were utilised for the Congress Session.

(b) and (c). Do not arise.

P. & T. Employees in Punjab Circle

4392. Shri Bal Raj Madhok: Will the Minister of **Transport and Communications** be pleased to state:

(a) the total number of officials facing departmental disciplinary proceedings in Punjab Circle and how many of them have been suspended;

(b) the number of appeals against disciplinary proceedings lying undisposed in the Punjab Circle;

(c) whether it is a fact that some of the officials under suspension in Punjab Circle have not been paid the suspension allowance in full for the last one year and a half; and

(d) if so, what action Government propose to take in the matter?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Out of 171 officials facing departmental proceedings on 1-4-1961, 37 were under suspension.

(b) 97.

(c) No, Sir.

(d) Does not arise.

Steps for Immunisation against Whooping Cough etc.

4393. Dr. Sushila Nayar: Will the Minister of **Health** be pleased to state:

(a) whether the attention of the Government has been drawn to the reports of untoward results of whooping cough immunisation;

(b) what is the extent of the use of triple vaccine for immunising children against diphtheria, tetanus and whooping cough; and

(c) what steps, if any, have been taken to provide and popularise the use of immunisation against diphtheria and tentanus only?

The Minister of Health (Shri Karmarkar): (a) Yes. Whooping cough vaccine sometimes gives rise to untoward reactions but these reactions are usually very slight and are in no way different from the reactions produced by other prophylactic inoculations. In some cases allergic manifestations appear as a result of hypersensitiveness of the individual. In very rare cases encephalopathy may occur but this complication can be prevented by avoiding administration

of the vaccine if there is a history of convulsions in the child or in the family; or the child has just recovered from an infectious disease; or is cutting teeth.

(b) The extent of the use in India of triple vaccine for immunising children against diphtheria, tetanus and whooping cough is very limited at present because of the non-availability of this vaccine in sufficient quantities.

(c) The Government of India have decided to arrange for the production of triple vaccine at the Central Research Institute, Kasauli, in collaboration with W.H.O. and UNICEF to combat whooping cough, tetanus and diphtheria.

A W.H.O. short-term consultant arrived recently to advise on the structural alterations to the existing laboratory and on the techniques to be followed in the production of the triple vaccine on a large scale. The UNICEF equipment is also likely to arrive shortly and the production will commence thereafter.

Necessary steps to popularise the use of triple vaccine to combat whooping cough, tetanus and diphtheria, will be taken after sufficient quantities of that vaccine become available for use.

Telephone Exchange, Imphal

4394. Shri L. Achaw Singh: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the proposed scheme for extension of 100 telephone lines for Imphal has not been sanctioned by the Director of Posts and Telegraphs at Shillong for the last two years; and

(b) if so, the reasons therefor?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) and (b). The scheme has already been sanctioned in September, 1959. The installation will be taken in hand as soon as requisite materials are received.

Settlement of Landless Labourers in Punjab

4395. Shri Ram Krishan Gupta: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any amount was given to Punjab Government for settlement of landless labourers during the Second Five Year Plan;

(b) if so, total amount given;

(c) whether it has been fully utilised; and

(d) the total number of landless labourers settled?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) to (d). Prior to integration with Punjab, the erstwhile PEPSU Government had formulated a scheme for the resettlement of ejected tenants and landless agricultural labourers under the Pepsu Tenaceny and Agricultural Lands Act, 1955. An amount of Rs. 14:20 lakhs was allocated at the beginning of the Second Five Year Plan for the scheme. This Act was subsequently amended by the Government of PEPSU on the eve of merger and the provisions under which the wastelands (on which resettlement had to take place) were to be acquired were repealed. In the absence of any legal provision, the scheme was dropped by the Punjab Government.

Considerable progress has already been made in the work relating to assessment of surplus areas and preparation of lists of tenants eligible for resettlement under the Punjab Security of Land Tenures Act, 1953, and the Pepsu Tenancy and Agricultural Lands Act, 1955. In the Third Five Year Plan the State Government have included the following two schemes:—

(i) Resettlement of landless agricultural workers who will be resettled on a part of the surplus area which is being assessed under the Punjab Security of Land Tenures Act, 1953, and the Pepsu Tenancy

and Agricultural Lands Act, 1955. — Rs. 85 lakhs.

(ii) Settlement of Harijans and agricultural workers under the East Punjab Utilization of Lands Act, 1949. Rs. 15 lakhs.

TOTAL:— Rs. 1 crore

500 ejected tenants have been resettled by the State Government on surplus lands upto 31st October, 1960.

Laying of Underground Cables on S. E. Railway

4396. **Shrimati Maimoona Sultan:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the attention of Government has been drawn to the fact that the electrification of certain regions of the South Eastern Railway has been badly delayed on account of the failure of P. & T. Department to complete the laying and connecting of underground cables; and

(b) if so, the reasons for this delay?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) The P. & T. works are coordinated with the works of the Railway and power supply administrations. No serious delays have arisen on account of P. & T.

(b) Does not arise.

Locos out of commission on Western Railway

4397. **Shrimati Maimoona Sultan:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that as many as thirty or forty per cent locomotives on the Western Railway and serving Kandla Port are out of commission; and

(b) if so, the reasons therefor?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes Sir.

(b) Trouble with the Hydraulic Transmission.

Anti-Locust Measures

4398. **Shri D. C. Sharma:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether a meeting of the Central and Rajasthan Government officials was held in Jaipur recently to discuss anti-locust measures; and

(b) if so, the outcome thereof?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes, on 28th April, 1961.

(b) The Government of India is responsible for anti-locust operations in the "Scheduled Desert Area." For this purpose they have established a Locust Warning Organisation with 41 outposts with basic technical staff who act in close co-operation with the State Government and local authorities as well as the local population. The manner in which this co-operation and coordination of the efforts of all concerned should be ensured was discussed at the meeting. It was *inter alia* decided:—

(i) that full co-operation of the Panchayats, Panchayat Samities and Zila Parishads would be secured for this work;

(ii) that rewards would be given to persons for bringing in first correct information about locust swarms or settling thereof or egg lay or hopper apprecance;

(iii) that the additional staff required locally would be engaged by the Rajasthan Government on behalf of the Central Government. and the quantum of such staff was determined.

(iv) that adequate number of labourers would be engaged for anti-locust operations right from the stage of breeding; and

(v) that one aeroplane would be exclusiely placed at the dis-

posal of the Locust Warning Organisation for anti-locust measures, in Rajasthan.

Casual Labourers in Olavakot Division of S. Rly.

4399. Shri V. Eacharan: Will the Minister of **Railways** be pleased to state:

(a) the number of casual labourers recruited in the Mechanical Engineering and Traffic sections of the Southern Railway in Olavakkot Division during the period from June, 1960 to March, 1961;

(b) how many of them have got continuous service and have been absorbed in permanent vacancies in each category;

(c) what is the number of Scheduled Castes and Scheduled Tribes candidates in each section; and

(d) whether any one has been taken through the employment exchanges?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a)

	Mechanical Engineering	*Traffic*
(a)	250	139
(b)	Nil	
(c)	24	75
(d)	Nil	

सहकारी क्षेत्र में चीनी की मिलें

४४००. **श्री खुशवक्त राय :** क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्ष में उत्तर प्रदेश सरकार ने सहकारी क्षेत्र में चीनी की कितनी मिलें और किन-किन स्थानों पर लगाने की सिफारिश की है ;

(ख) इन में से कितनी सिफारिशें स्वीकार कर ली गई हैं और कितनी अस्वीकृत कर दी गई हैं ; और

(ग) उन्हें स्वीकार अथवा अस्वीकार करने के क्या कारण थे ?

खाद्य तथा कृषि उपमंत्री (श्री अ० म० थामस) : (क) से (ग). द्वितीय योजना लक्ष्य के अनुसार उत्तर प्रदेश सरकार ने तीन सहकारी कारखानें, बाघपात, जिला मेरठ बाजपुर, जिला नैनीताल, और सरसावा, जिला सहारनपुर में स्थापित करने की सिफारिश की थी। यह सब प्रस्ताव स्वीकार कर लिये गये थे।

तृतीय योजना लक्ष्य के अनुसार राज्य सरकार ने, १० सहकारी कारखानें स्थापित करने की सिफारिश की है उनमें से अभी तक, एक सुझाव, प्रस्तावित स्थान के उचित होने के कारण स्वीकृत किया गया है। दूसरे सुझा विचाराधीन हैं।

रेलवे पुलिस के सिपाही के खिलाफ कार्यवाही

४४०१. **श्री अमर सिंह डामर :** क्या रेलवे मंत्री २९ अप्रैल, १९६० के तारांकित, प्रश्न संख्या २९३२ के उत्तर के संबंध में यह बताने की कृपा करेंगे कि रेलवे पुलिस के सिपाही संख्या ५५३ के, जिसने २४ मार्च, १९६० की रात को बायाना स्टेशन पर एक महिला के साथ बुरा बर्ताव किया था, खिलाफ क्या कार्यवाही की गई है ?

रेलवे उपमंत्री (श्री शाहनवाज खां) इस मामले में जो कार्रवाई की गयी है उसके बारे में पुलिस अधिकारियों से अंतिम रिपोर्ट की अभी प्रतीक्षा की जा रही है।

उत्तर प्रदेश में राष्ट्रीय राजमार्ग और पुल

४४०२. **श्री भक्त दर्शन:** क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश में राष्ट्रीय राजमार्गों और पुलों के निर्माण के लिये द्वितीय पंचवर्षीय योजना में प्रति वर्ष कितना धन व्यय किया गया ;

(ख) उस धन से किन-किन राजमार्गों और पुलों का निर्माण किया गया और किन-किन का निर्माण अभी किया जा रहा है ;

(ग) इन कार्यों पर तीसरी पंचवर्षीय योजना में कितना धन व्यय होने का अनुमान है; और

(घ) इस समय उत्तर प्रदेश की कौन-कौन सी सड़कें राष्ट्रीय राजमार्गों में सम्मिलित हैं और उन में से प्रत्येक की लम्बाई कितनी है?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क)

वर्ष	व्यय
	लाख रुपयों में
१९५६–५७	९३.१७
१९५७–५८	६७.३६
१९५८–५९	८६.३८
१९५९–६०	९६.०६
१९६०–६१	१००.४४ (अनुमानित)
	४४३.४१

(ख) मांगी गयी सूचना से संबंधित विवरण सभा पटल पर रखा गया है।

[देखिये पुस्तकालय में रखा गया संख्या एल टी-२९३१।६१]

(ग) लगभग १६० लाख रुपये (सड़क निर्माण के काम के लिए १२० लाख रुपये और पुलों के निर्माण कार्य के लिए ४० लाख रुपये)

(घ) मांगी गई सूचना से सम्बन्धित विवरण सभा पटल पर रखा गया है [देखिय परिशिष्ट ६, अनबन्ध संख्या ५९]

Elections to Imphal Municipal Board

4403. Shri L. Achaw Singh: Will the Minister of **Health** be pleased to state:

(a) whether the attention of the Government has been drawn to the Manipur Gazette of March 24, 1961 that the next civic election of Imphal Municipal Board will be held on adult franchise and that Section 14 of the Assam Municipal Act, 1956 will be suitably amended; and

(b) if so, the steps taken to implement the decision?

The Minister of Health (Shri Karmarkar): (a) Yes.

(b) Action has been initiated for undertaking legislation for amendment of Section 14 of the Assam Municipal Act, 1956, as extended to the Union Territory of Manipur, with a view to introducing adult franchise for Municipal elections in that Union Territory.

Removal of Railway Employees from Service

4404. Shri S. M. Banerjee: Will the Minister of **Railways** be pleased to state:

(a) whether some employees of the office of Divisional Supdt., Lucknow who were actually working during the entire period of July, 1960 Strike have been removed from service on the grounds of participation in Strike;

(b) if so, the charges against them;

(c) the number of such employees;

(d) the steps taken by Government in the matter; and

(e) what decision, if any, has been taken on their apeals submitted on the 14th February, 1961?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No;

(b) to (e) Do not arise.

Aircraft Industry

4405. **Shri S. M. Banerjee:**
Shri Aurobindo Ghosal:
Shri Prabhat Kar:
Shri Tridib Kumar Chaudhuri:
Shri T. B. Vittal Rao:
Shri Dasaratha Deb:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that a memorandum regarding starting of manufacturing units of aircraft and allied spares and complete nationalisation of aircraft industry signed by nearly 5000 people of West Bengal including several members of West Bengal Legislative Assembly has been submitted to Government;

(b) whether this has been considered; and

(c) if so, the reaction of Government in regard thereto?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) to (c) Yes, Sir. A number of identical representations addressed to the Prime Minister have been received by the Government in which the following two demands are made:—

(i) Demand for starting a manufacturing unit for the aircraft industry at Dum Dum; and

(ii) Demand for completing the programme of nationalisation of air transport industry.

With regard to Demand No. (ii), a policy statement has already been made by Deputy Minister of Civil Aviation in the Lok Sabha on 1st December, 1960.

As regards demand No. (i), the manufacture of spare parts is under consideration.

Working in Post Offices on Republic Day

4406. Shri Subiman Ghose: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether some clerks worked in the Asansol Post Offices under Post Master General, West Bengal Circle on 26th January, 1961;

(b) whether they volunteered their services on that date or were made to work;

(c) if they were forced to work, the reasons for such compulsion; and

(d) whether in any other Post Offices under P.M.G., West Bengal Circle the employees were made to work on that date?

The Minister of Transport and Communications (Dr. P. Subbarayan):

(a) Yes.

(b) and (c). The staff of delivery post offices are brought on duty by rotation on postal holidays as a limited service particularly one delivery is rendered to the public even on postal holidays.

(d) Yes, not only in West Bengal Circle but also in other Circles.

Building for Monitoring Station, Calcutta

4407. Shri Subiman Ghose: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether any permanent building for monitoring station in Calcutta has been constructed;

(b) if so, at what cost and in which part of the city the building is situated; and

(c) when it will start functioning?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Yes.

(b) Cost—Rs. 2,61,000 Locality—6th mile stone, Budge-Budge Road, Calcutta (Near Gopalpur village).

(c) Expected to be ready for operation by December, 1961.

Train Examiners

4408. { **Ch. Ranbir Singh:**
Shri Ganpati Ram:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Train Examiners in the scale of Rs. 150—225 who qualified prior to 10th February, 1958 in the Suitability Test have been treated Senior to those who qualified subsequently on the Northern Railway;

(b) if so, whether the same has been implemented in the Delhi Division also; and

(c) whether it is also a fact that the representations of the personnel who were adversely affected have been considered and rejected by the General Manager, Northern Railway; and

(d) if so, the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). Yes, Sir.

(c) Yes, by the Chief Personnel Officer, Northern Railway.

(d) The decision to treat the persons who qualified prior to February 1958 as senior to those who qualified subsequently is applicable to all the Divisions of the Northern Railway and no exception could be made in respect of staff of Delhi Division.

दिल्ली दुग्ध योजना

४४०९. **श्री प्रकाशवीर शास्त्री**: क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली दुग्ध योजना के अन्तर्गत जो दूध दिया जाता है वह निर्धारित स्टेंडर्ड के बराबर नहीं है ;

(ख) क्या उस में किसी किस्म का पाउडर (चूर्ण) मिलया जाता है ;

(ग) यदि हां, तो उसका क्या नाम है और वह किस मात्रा में मिलाया जाता है ; और

(घ) ऐसा करने के क्या कारण हैं ?

कृषि उपमंत्री (श्री मो० वें० कृष्णप्पा): (क) जी नहीं ।

(ख) से (घ) दिल्ली दूग्ध योजना ३ किस्म का दूध बेचती है अर्थात् (१) भैंस (२) गाय और (३)टोन्ड । इन किस्मों के दूध का मिश्रण निम्न प्रकार है :—

दुध की किस्म	जैसा दिल्ली दूग्ध योजना द्वारा संभरण किया गया		जैसा खुराक में मिलावट रोकने के अधिनियम में दिया है	
	चरबी %	एस०एम० एफ०%	चरबी %	एस०एम० एफ०%
भैंस	६·४ से ६·५	९ २	६·००	९·००
गाय	४·६ से ४·८	८·५ से ८·७	४·००	८·५
टोन्ड	३·१	८·८	३·००	८·५

जब इन किस्मों के दूध में चर्बी अथवा 'चर्बी के अतिरिक्त ठोस" की मात्रा खुराक में मिलावट रोकने के अधिनियम द्वारा व्यवस्थित न्यूनतम मात्रा से कम हो तब यह आवश्यक समझा गया है कि उनको बढ़ाने के लिये ताजा क्रीम या फुव्वारे द्वारा सुखाया हुआ दूध का चूर्ण मिलाया जाये ।

Diversion of Drain No. 8 into Najafgarh Jhil, Delhi.

4410. { **Shri C. K. Nair:**
Shri Naval Prabhakar:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that part of the drain No. 8 is being diverted into the Najafgarh Jhil which will create bigger logging problems for the State of Delhi;

(b) whether the Punjab Government consulted the Delhi Administration or the Central Government in this connection; and

(c) what steps do Government propose to take to protect Delhi area from such a menace?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) A cut with a discharging capacity of 450 cusecs as recommended by the Threeman Committee appointed by the Ministry of Irrigation and Power has been agreed to from the outfall of drain No. 8 to the Najafgarh jheel for relieving drainage congestion in Jahazgarh area, subject to the condition that the following works should be completed before the operation of the cut:—

(i) Diversion channel from Gohana *via* Punjab territory to the river Yamuna;

(ii) Najafgarh Drainage Scheme, Phase II;

(iii) Control regulators on the proposed cut; and

(iv) Further enlargement of Najafgarh drain.

The additional waters from the Jahazgarh area would be permitted to pass into the jheel only after the attainment of water level at R.L. 688.

(b) The drainage problem of areas adjoining Delhi and Punjab was considered at a meeting held in the Ministry of Irrigation and Power on 29th October, 1960. The representatives of the Central Government, the Delhi Administration and the Punjab Government were present. In this meeting, a three-man Committee was appointed for examining the drainage problems. This Committee's report was accepted by all concerned, and as far as the cut from Jahazgarh area to the Najafgarh jheel was concerned, the conditions indicated in reply to (a) above were stipulated.

(c) In view of (a) and (b) above, this does not arise.

Drinking water supply in Delhi

4411. **Shri C. K. Nair;**
Shri Naval Prabhakar:

Will the Minister of Health be pleased to state:

(a) the name of the Ministry which is responsible for the full supply of drinking water for the city of Delhi;

(b) the schemes which are under way for ensuring the full supply of drinking water for the city within the Third Five Year Plan, and

(c) the total cost involved in these schemes.

The Minister of Health (Shri Karmarkar): (a) The Municipal Corporation of Delhi is responsible for the supply of drinking water to Delhi. The Ministry responsible for answering question in Parliament regarding water supply to Delhi is the Ministry of Health.

For giving directions to the Municipal Corporation of Delhi under Section 487 of the Delhi Municipal Corporation Act, 1957 (No. 66 of 1957), the Ministry of Home Affairs are the administrative Ministry.

(b) During the Third Five Year Plan it is proposed to increase the capacity of Water Works from 90 to 130 million gallons per day and all works to achieve this, such as raw water pumps, mains, treatment plants reservoirs, Venturi Meters, Distribution Mains etc. have been included in the Third Five Year Plan.

(c) The estimated cost of schemes approved to be included in the Third Five Year Plan is Rs. 500·32 lakhs.

Diversion of Drain No. 8 into Jamuna

4412. **Shri C. K. Nair:**
Shri Naval Prabhakar:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Government have received any complaints from some

villagers in Delhi regarding the diversion of drain No. 8 of Rohtak into Jamuna through drain No. 6;

(b) steps taken by Government to rectify their grievances; and

(c) the alignment that is agreed upon between the Central and the Punjab Governments?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The reply is in the affirmative.

(b) The matter is receiving attention of technical experts of Punjab and Central Government.

(c) No alignment has yet been agreed to.

Pay scales of Surgeons in Delhi

4413. Shri S. M. Banerjee: Will the Minister of **Health** be pleased to state:

(a) whether new pay scales recommended by Pay Commission for the doctors both Assistant Surgeon, Grades I and II working under Delhi Administration have not yet been implemented;

(b) if so, the reasons for the abnormal delay;

(c) whether some of the doctors have been fixed in the scale of Rs. 375—800;

(d) whether this pay scale was recommended by the Pay Commission;

(e) whether non-practising allowance is paid to all doctors; and

(f) if not, whether they are allowed private practice?

The Minister of Health (Shri Karmarkar): (a) and (b). The Pay Commission's recommendations for revision of the pay scale of the posts of Assistant Surgeons, Grade II have been implemented.

The posts of Assistant Surgeon, Grade I are included in Grade V of the Central Health Service. Revised scales of pay for all the Grades of the Central Health Service, including Grade V have been notified. Pending the formation of the Central Health Service Cadre, however, steps have been taken to prescribe revised scales of pay for individual posts including the posts of Assistant Surgeon, Grade I.

(c) and (d). No.

(e) Non-practising allowance is paid to all the doctors under the Delhi Administration except the following:—

1. Principal, Maulana Azad Medical College.

2. Additional Medical Superintendent, Irwin Hospital.

3. Medical Officers who have been declared as Authorised Medical Attendants for the treatment of Government servants and their families.

4. E.N.T Specialist.

(f) The following are allowed private practice:—

1. Additional Medical Superintendent who is holding the additional charge of the post of Staff Surgeon, Delhi.

2. E.N.T. Specialist.

3. Medical Officers who have been declared as Authorised Medical Attendants are allowed private practice among the families of entitled Government servants only.

Electrification between Sambalpur and Rourkela Stations

4414. Shri P. G. Deb: Will the Minister of **Railways** be pleased to state:

(a) whether any progress has been made regarding the electrification of Railway Stations between Sambalpur and Rourkela;

(b) if so, the total amounts sanctioned for the same; and

(c) when the work is likely to be completed?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) to (c). Between Sambalpur and Rourkela, 5 stations namely Rourkela, Rajgangpur, Jharsuguda, Sambalpur Road and Sambalpur have been electrified at an approximate cost of Rs. 67,921. Electrification of Panposh station at an anticipated cost of Rs. 5,000 have been included in 1961-62 Works Programme.

Water Scarcity for Irrigation in Orissa

4415. Shri P. G. Deb: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether Government are aware of the fact that there is a great scarcity of water for irrigation purposes during summer months in Aunli area of Sambalpur district in Orissa; and

(b) if so, the steps taken to ease the situation?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). The information is being collected and will be laid on the Table of the House.

Community Blocks in Sambalpur District

4416. Shri P. G. Deb: Will the Minister of **Community Development and Cooperation** be pleased to state:

(a) the number of community blocks which have been opened in 1960 in the Sambalpur District;

(b) the names of the blocks and the amount spent on each block; and

(c) why no blocks have been opened in Deogarh sub-division so far?

The Deputy Minister of Community Development and Cooperation (Shri B. S. Murthy): (a) 4 Pre-extension blocks were opened in Sambalpur District in 1960. Besides this 2 Pre-extension blocks of Maneswar and Anbabhona which were opened in the District in 1959 were also converted to Stage-I in 1960.

(b) The names of the 4 Pre-extension blocks opened in 1960, and the expenditure incurred in each of those blocks are as follows:

	Rs.
(1) Rairakhol	5,500·00 (up to Feb., 1961)
(2) Bijepur	6,947·00 (up to March, 1961)
(3) Deogarh	558·00 (up to Feb., 1961)
(4) Jujumara	991·00 (up to Feb., 1961)

(c) In Deogarh sub-division, Deogarh block was opened in October, 1960 and Barkote block in April, 1961.

Bhubaneshwar-Rourkela Bus Service

4417. Shri P. G. Deb: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government are aware of the fact that people are put to great difficulty during summer by travelling in Government Buses from Bhubaneshwar to Rourkela;

(b) if so, action being taken in the matter; and

(c) whether Government propose to introduce air-condition bus service during summer on this route?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The information required is being collected from the Government of Orissa and will be laid on the Table of the House as soon as it becomes available.

Bridge over River Brahmini, Orissa

4418. Shri P. G. Deb: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Orissa Government had requested the Centre for construction of a bridge over the river Brahmini near Talchar and Deogarh border; and

(b) if so, the action taken in the matter?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b).

The Orissa Government first proposed the construction of this bridge in December 1957 for being financed from the Central Fund allocations to the State. On reconsideration, the State Government modified their proposals and in their modified proposals this bridge work was not accorded a sufficiently high priority. Consequently, this bridge work could not be accommodated within the free balance in the States allocation account.

National Highway No. 6 in Orissa

4419. Shri P. G. Deb: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the National Highway No. 6 passing through Barkote and Sambalpur in Orissa has been completed;

(b) how much land was acquired for the purpose;

(c) whether it is a fact that Orissa Government till now have been charging and collecting land revenue from the people whose lands had been acquired for the National Highway;

(d) if so, the reason therefor;

(e) the amount of compensation paid so far to the people whose land was acquired; and

(f) whether the land revenue collected has been refunded?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The entire section of National Highway between Sambalpur and Barkote is through and traffic passes on this route unhampered. Some improvement works are, however, being carried out on this route.

(b) to (f). The required information is being collected from the State Government and will be laid on the Table of the Sabha in due course.

Fruits in Kuchanda Sub-division of Orissa

4420. Shri P. G. Deb: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government are aware of the fact that Kuchanda Subdivision in Orissa is famous for oranges mangoes and other fruits;

(b) if so, whether the horticulture department has any proposals to exploit fruit industry in this area; and

(c) if so, the details thereof?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) Yes.

(c) Intensive fruit production drive has been started since 1960-61 and steps have been taken to concentrate the cultivation of mango, orange and other tropical fruits in this area.

Godowns for Rice Storage in Orissa

4421. Shri P. G. Deb: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the Central Government has constructed any warehouses and godowns for rice storage in Orissa State:

(b) if so, the amount spent so far and the location of places; and

(c) whether any godowns have been constructed at Bhojpur and Barkote of Sambalpur District and kiakata and Bagdia of Dhankanal District in Orissa?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Construction of a godown of 10,000-ton capacity at Khurda Road is in progress and the expenditure so far incurred on construction is Rs. 3,17,536 against the total estimated expenditure of Rs. 17,12,373.

Construction of additional godowns of 5,000-ton capacity each at Balasore, Bhubaneshwar and Rourkela has been approved.

(c) No.

Trunk Telephone Line between Sambalpur and Deogarh

4422. Shri P. G. Deb: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government are going to have a direct trunk telephone line betaween Sambalpur and Deogarh in Orissa;

(b) if not, the reasons therefor; and

(c) whether it is economical to have a shorter route instead of the lines passing through Kuchinda in a roundabout way?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) No.

(b) A direct circuit is not justified.

(c) No.

Deogarh Hospital in Orissa

4423. Shri P. G. Deb: Will the Minister of **Health** be pleased to state:

(a) whether Government are aware of the fact that the Deogarh Hospital in Orissa is not properly staffed according to Government Regulations;

(b) if so, the reasons for same; and

(c) the present strength of the Hospital staff in different sections as compared with 1947?

The Minister of Health (Shri Karmarkar): (a) to (c). Information is being collected and will be laid on the Table of the Sabha in due course.

Procedure for Supply of Timber in Orissa

4424. Shri P. G. Deb: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government are aware that the procedure regarding the supply of timber or bamboo for the construction of houses in Orissa is very defective and creates difficulties for the people to get their demand: and

(b) if so, whether this procedure will be simplified to enable the people to get timber easily?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). Information is being collected and will be placed upon the Table of the House when received.

Supply of Electricity to Sambalpur from Hirakud Project

4425. Shri P. G. Deb: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether Government are aware that Sambalpur area is being supplied electricity from Hirakud Dam now; and

(b) if so, why high rates are charged from the public even now when the power is being taken from Hirakud Dam?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes.

(b) General hydro-power tariff is in force in Sambalpur area since the taking over of the Sambalpur Electric Supply Undertaking by the State Government on 1st November, 1960. No higher rates are being charged.

Post Offices in Orissa

4426. Shri P. G. Deb: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that Deogarh Post-cum-Telegraph Office in Orissa is not properly staffed;

(b) whether there are other Post Offices in Orissa which are also not properly staffed; and

(c) if so, the action being taken in the matter?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) No.

(b) In a few post offices there is a shortage of one or two officials.

(c) Approved candidates are being allotted for filling up the vacancies.

Gliding Club at Bhuvaneshwar

4427. Shri P. G. Deb: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there is any proposal to start a gliding club at Bhuvaneshwar; and

(b) if so, when?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) No, Sir, no such proposal is under consideration at present.

(b) Does not arise.

Muchkund Hydro-Electric Project

4428. Shri P. G. Deb: Will the Minister of **Irrigation and Power** be pleased to state:

(a) the progress made regarding the construction of Muchkund Hydro-Electric Project so far;

(b) the total amount spent so far; and

(c) when it is likely to be completed?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The Machkund Hydro-Electric Project has been completed with the commissioning of three units of 17,000 KW each, and three units of 21,250 KW each. Out of the total generating capacity of 114.750 KW, 30% is the share of Orissa State. The Orissa State took up the construction of 132 KV transmission line from Machkund (Duduma) to Rayagada (Stage-I), and from Rayagada to Berhampur (Stage-II) together with 33 KV and 11 KV branch lines. The Duduma-Rayagada section of the 132 KV Line and most of the 33 KV lines have been completed, while work on the Rayagada-Berhampur section is in progress.

(b) Total estimated expenditure upto the end of the Second Plan was as under:

Andhra Pradesh's share—Rs. 26.99 crores.

Orissa's share—Rs. 7.29 crores.

(c) The works in Andhra Pradesh have already been completed. Those in Orissa are likely to be completed in 1962.

Bamra-Garposh Motor Road in Sambalpur, Orissa

4429. Shri P. G. Deb: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the motor roads between Bamra and Garposh of Sambalpur district in Orissa are not being properly maintained;

(b) the total amount spent thereon in 1959 and 1960; and

(c) whether the work is being carried out through the department or by contractors?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The information is being collected and will be laid on the Table of the Sabha in due course.

उत्तर प्रदेश के डाक-तार परिमण्डल में नये डिवीजन और सब-डिवीजन

४४३०. **श्री भक्त दर्शन :** क्या परिवहन तथा संचार मंत्री १७ अप्रैल, १९६१ के अतारांकित प्रश्न-संख्या ३३६७ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १ जनवरी, १९६१ से उत्तर प्रदेश के डाक-तार परिमण्डल में कुछ नये डिवीजन और सब-डिवीजन बनाये गये हैं ;

(ख) यदि हां, तो उनके क्या नाम हैं ; और

(ग) उत्तर प्रदेश में डाक-तार विभाग के अन्य कौन से डिवीजन और सब-डिवीजन खोलने पर विचार किया जा रहा है ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर): (क) कोई नया डिवीजन नहीं बनाया गया है ; किन्तु दो तार सब-डिवीजन बनाए गये हैं ।

(ख) नैनीताल तथा नजीबाबाद तार सब-डिव जन ।

(ग) उत्तर प्रदेश परिमण्डल में दूर संचार प्रणाली का कुछ अंशों में पुनर्गठन करने के प्रश्न की जांच की जा रही है, जिसके परिणामस्वरूप कुछ नये डिवीजन तथा सब-डिवीजन बनाये जा सकते हैं ?

Movement of Wagons Loaded with Foodgrains

4431. { **Shri R. S. Kiledar:** / **Shri Chandak:**

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that about a dozen broad-gauge wagons loaded with foodgrains have been standing on the goods-loading platform at Kareli Railway Station of the Central Railway for about 10 days; and

(b) if so, the efforts being made to effect their movement in order to make room for other wagons to be brought there for loading?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No, Sir.

(b) Does not arise.

New Less Noisy Telephone

4432. Shri D. C. Sharma: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that a new less noisy telephone has been designed by the I.T.I., Bangalore;

(b) if so, the brief details about the telephone; and

(c) its manufacturing programme?

The Minister of Transport and Communications (Shri P. Subbarayan): (a) Yes, Sir.

(b) The new telephone has been developed with an improved telephone receiver, improved circuit and bell. The improved receiver has a very good total quality and a higher volume efficiency. A control has been provided to reduce the volume on short lines as reception could be too load. Due to high efficiency the under-ground cable conductor sizes could be reduced, thereby saving cost of cables. The volume of the bell could also be controlled by a volume control knob provided in the telephone.

(c) 10,000 telephone instruments of the new type are proposed to be manufactured during the current year. This quantity will be progressively increased during the coming years.

दिल्ली में कृषि सहकारी संस्था द्वारा देय ऋण

४४३३. **श्री राधा मोहन सिंह** : क्या सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि डिप्टी रजिस्ट्रार ने वे ४२,००० रुपये बट्टे खाते में डालने का आदेश दिया है जो दिल्ली प्रशासन के अधीन कृषि सहकारी संस्था द्वारा देय थे ;

(ख) यदि हां, तो क्या उसे ऐसा करने का अधिकार है ; और

(ग) यदि उपरोक्त भाग (ख) का उत्तर नकारात्मक हो, तो सरकार द्वारा इस सम्बन्ध में क्या कार्यवाही की जायेगी ?

सामुदायिक विकास तथा सहकार उप-मंत्री (श्री ब० स० मूर्ति): (क) जी नहीं ।

(ख) यह सवाल पैदा ही नहीं होता ।

(ग) यह सवाल पैदा ही नहीं होता ।

Loss of Files in Railway Board's Office

4434. Shri B. K. Gaikwad: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that 4 files pertaining to the Scheduled Caste Branch of Railway Board, containing references of the Members of the Parliament and All India Scheduled Castes, Scheduled Tribes, Railway Employees Association are missing; and

(b) if so, the action taken in the matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) The issues raised on the files had already been considered and appropriate action taken.

Batala and Morinda Co-operative Sugar Mills

4435. Shri Ajit Singh Sarhadi: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Batala and Morinda Co-operative Sugar Mills have been supplied the plant for manufacturing of sugar; and

(b) if not, when would the plant be supplied?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Plant and machinery to Batala and Morinda Co-operative Sugar Mills are being supplied by Messrs. Indian Sugar and General Engineering Corporation Ltd., Yamunanagar, District Amabala. The supply of machinery to Morinda factory is expected to be completed by July, 1961 and to Batala by March, 1962.

Power Supply for Delhi

4436. Shri Ajit Singh Sarhadi: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether with the construction of four power plants for Delhi, the supply of energy from Punjab and Bhakra Dam would be released; and

(b) if so, the tentative schedule of release?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No.

(b) Does not arise.

Law Inspectors and Assistants in N. and E. Railways

4437. Shri Pramathanath Banerjee: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that there are only two categories of subordinate legal staff working under the Law Officers in the Eastern and the Northern Railways viz., Law Assistant, which is the higher category, and Law Inspector, which is the lower category; and

(b) whether it is also a fact that formerly the posts of law Inspectors were filled up exclusively by Advocates/Pleaders/Solicitors possessing Bachelor's degree in Law and with at least 5 years' practice in Law Courts?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). Yes, Sir.

Law Inspectors on Railways

4438. Shri Pramathanath Banerjee: Will the Minister of **Railways** be pleased to state:

(a) whether recently the Railway Board have changed the conditions and qualifications for recruitment of Law Inspectors;

(b) if so, what are the qualifications prescribed now;

(c) what were the qualifications prescribed before; and

(d) what are the reasons for this change?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir.

(b) A degree in Law, with 3 years' standing as a Pleader at Bar.

(c) A degree in Law, with 5 years' standing as an Advocate.

(d) Difficulty was experienced in attracting candidates possessing the qualifications in force earlier.

Films on Co-operative Movement

4439. Shri Tangamani: Will the Minister of **Community Development and Co-operation** be pleased to state:

(a) whether there is a proposal for propogating co-operative movement through films;

(b) whether it is a fact that such a film was taken in Conjeevaram in Madras State in 1960 concerning handloom;

(c) whether it has been released; and

(d) if not, the reasons for the non-release?

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): (a) Yes, Sir.

(b) to (d). Attention in this connection is invited to the reply given by the Minister of Information and Broadcasting on Unstarred Question No. 4041 answered on 27th April, 1961.

Acquisition of Land by Railways

4440. Shri Braj Raj Singh: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that at Etamadpur station on Tundla-Agra section some lands have been acquired to open a thoroughfare crossing the line; and

(b) if so, the reasons why the former acquired land is not being utilised for that purpose and other land consisting of certain buildings and a temple is being acquired for the said purpose?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). There exists a level crossing right in the middle of Etamadpur Railway Yard. This interferes with the yard work and at the same time causes detention to road traffic. It has, therefore, been decided to shift the level crossing to a more suitable site for which purpose the requisite area of land is being acquired. No land was acquired for this purpose previously. No temple or other structures existed on the land being acquired. During the land-acquisition proceedings, however, the owner of the land erected a small structure and also installed an idol with the ulterior motive of obstructing the proceedings. These have been got removed by the Civil Authorities.

ठेकेदारों का जमानती धन

४४४१. **श्री अर्जुन सिंह बौरिया :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) सन् १९४६ में जिन ठेकेदारों ने बी० एंड ए० रेलवे के मियालगढ़ डिवीजन में भवन निर्माण के कार्यों के सिलसिले में जमानती धन जमा करवाया था क्या उन सबको वह लौटा दिया गया है ;

(ख) यदि नहीं, तो किस-किस की कितनी कितनी जमानती धन की राशि अभी देनी बाकी है ;

(ग) इस धन के अभी तक न लौटाये जाने के क्या कारण हैं ;

(घ) क्या देश के विभाजन से पूर्व भारत सरकार के पास जमा करवाये गये धन के लिये पाकिस्तान सरकार से कोई प्रमाणपत्र लेना जरूरी है ;

(ङ) यदि हां, तो पाकिस्तान के अस्तित्व में आने से पूर्व भारत सरकार से किये गये

लेन-देन के बारे में पाकिस्तान सरकार से प्रमाणपत्र लेने में क्या तुक है ; और

(च) सरकार इस प्रकार के जमानती धन को उनके मालिकों को जल्दी से जल्दी लौटाने के लिये क्या कार्यवाही कर रही है ?

रेलवे उपमंत्री (श्री शाहनवाज खां) : (क) जी नहीं ।

(ख) अब तक इस तरह के केवल पांच मामले नोटिस में आये हैं । इन में से हर एक में जमानत की जितनी रकम जमा की गई थी और जिसे अब तक नहीं लौटाया गया है, उसका विवरण इस प्रकार है :—

(i) सर्वश्री हरि प्रसाद चटर्जी लिमिटेड ६,००० रु० (नकद)

(ii) सर्वश्री हाल्दर एण्ड कं० २,००० रु० (नकद)

(iii) श्री जे० एस० मधुर, ३,२७८ रु० (नकद)

(iv) सर्वश्री सिटी सेनिटेशन कं० ३०० रु० (नकद)

(v) श्री चूड़ामणि मण्डल २०० रु० (ग० प्रो० नोट)

(ग) सर्वश्री हरि प्रसाद चटर्जी लिमिटेड के ६,००० रु० के सम्बन्ध में केन्द्रीय दावा संगठन ने (जिनके जरिये ऐसे दावों पर कार्रवाई की जाती है) रिपोर्ट दी है कि पाकिस्तान ईस्टर्न रेलवे ने इस रकम का सत्यापन (verification) नहीं किया है, लेकिन श्री हरि प्रसाद चटर्जी नाम के किसी आदमी की रकम सत्यापित कर दी गई है । इन तीनों नामों में बहुत थोड़ा अन्तर है, इसलिये यह पूछा जा रहा है कि क्या इसे लिखावट की भूल मान कर दावेदार को भुगतान कर दिया जाय ।

(ii) जैसा कि केन्द्रीय दावा संगठन ने सूचित किया है, पाकिस्तान ईस्टर्न रेलवे ने कहा है कि विभाजन से पहले की बंगाल आसाम रेलवे के खातों में सर्वश्री हाल्दर एण्ड कम्पनी के नाम में कोई रकम बाकी नहीं है । पार्टी से कहा गया है कि रकम जमा करने की रसीद का नम्बर और तारीख बतायें ताकि आगे कार्रवाई की जाय ।

(iii) जहां तक श्री जे० एस० मधुर द्वारा जमा किये गये ३२७८ रु० का सवाल है, इसके बारे में ठेकेदार की विधवा पत्नी से कहा गया था कि वह केन्द्रीय दावा संगठन (भारत) के जरिये दावा पेश करे, लेकिन अभी तक उनकी ओर से इस सम्बन्ध में कोई सूचना नहीं मिली है ।

(iv) वे ही कारण हैं जो उपरोक्त मद (iii) में बताये गये हैं ।

(v) श्री चूड़ामणि मण्डल द्वारा जमा किये गये जमानत के २०० रुपये नहीं लौटाये जा सके, क्योंकि इस सम्बन्ध में केन्द्रीय दावा संगठन (भारत) को पाकिस्तान ईस्टर्न रेलवे से सत्यापन-रिपोर्ट नहीं मिली है ।

(घ) जिन मामलों के रिकार्ड पाकिस्तान में सम्बन्धित अधिकारियों के पास होते हैं ; और

(ङ) उनकी जमानत की रकम लौटाने से पहले केन्द्रीय दावा संगठन के जरिये पाकिस्तान रेलवे से मूल रिकार्ड के आधार पर दावों का सत्यापन कराया जाता है । यह स्पष्ट है कि सरकार दावेदारों के कहने पर ही भुगतान नहीं कर सकती । यह बात केवल रेलवे पर नहीं, बल्कि सब कहीं लागू होती है ।

(च) (i) उपरोक्त मद (ख) में उल्लिखित भुगतान के सम्बन्ध में अन्तिम कार्रवाई तभी की जायेगी जब उपरोक्त मद (ग) (i) में बतायी गयी सूचना मिल जाय ।

(ii) दावेदारों की ओर से आगे कोई सूचना न मिलने के कारण उपरोक्त (ख) (ii) से (iv) तक के सम्बन्ध में आगे कार्रवाई करने की आवश्यकता नहीं है ।

(iii) उपरोक्त मद (ख) (v) में उल्लिखित मामले के सम्बन्ध में केन्द्रीय दावा संगठन पाकिस्तान अधिकारियों से लिखापढ़ी कर रहा है ।

Wastage of Filtered water in Delhi

4442. **Shri Ram Krishan Gupta:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that over 35 million gallons of filtered water out of a total supply of 90 million gallons in Delhi is wasted every day through leakage or misuse; and

(b) if so, the steps taken or proposed to be taken to check this wastage?

The Minister of Health (Shri Karmarkar): (a) No. It is estimated that about 15 per cent of the water supplied goes to waste through leakage, misuse etc.

(b) To check the wastage, following steps are being taken by the Delhi Municipal Corporation:—

(i) Very few new public hydrants are being given now and attempts are being made to close old public hydrants wherever it is practicable.

(ii) Free washering service has been started and leaky taps are being repaired free of cost.

(iii) Several thousand water meters have been ordered and all connections are proposed to be metered as early as possible. This will discourage people from misusing and wasting water.

Employees of State Transport Department, Orissa

4443. **Shri Kumbhar:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the services of most of the employees in Orissa State Transport Department have not been made permanent according to the Service Rules for the Government employees of that State;

(b) if so, the reasons therefor;

(c) the number of such employees grade-wise;

(d) the number of Scheduled Castes and Scheduled Tribes among them; and

(e) the nature of steps being taken by Government for making their services permanent like the services of the other employees of the same and other departments of the same State according to its Service Rules for the employees?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (e). The information required is being collected from the Government of Orissa and will be laid on the Table of the House as soon as it becomes available.

Delhi Zoological Park

4444. { **Shri Agadi:**
Shri Sugandhi:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) the estimated cost of the total lay-out of the Delhi Zoological Park;

(b) who prepared the plan;

(c) the remuneration paid to the Architect who prepared the layout plan;

(d) the estimated cost in equipping the Zoological Park as per plan; and

(e) the total estimated recurring expenditure for the maintenance of the Park?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) About Rs. 160 lakhs for completion of the project in all respects according to the present plans and designs.

(b) Mr. Carl Hagenbeck, a German Consultant employed for the purpose.

(c) An amount of 1,00,400 DM (Rs. 1,13,841.81 nP).

(d) Included in (a) above.

(e) The estimated recurring expenditure will differ from year to year. The expenditure for three years 1959-60 to 1961-62 is as under:—

1959-60	.	4,06,412 (Actual).
1960-61	.	4,60,000 (Revised Estimates).
1961-62	.	4,60,000 (Budget Estimates).

The recurring expenditure during the Third Five Year Plan is estimated at Rs. 28·05 lakhs.

Employees in C.T.O., New Delhi

4445. Shri Kumbhar: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that several telegraphists of the Central Telegraph Office, New Delhi who have put in more than 5 years service, have not been declared even quasi-permanent so far;

(b) whether it is also a fact that being not quasi-permanent they are debarred from taking up departmental examinations for promotion; and

(c) if so, the reasons for not declaring them quasi-permanent so far?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Only 14 telegraphists who have put in more than 5 years service have not been declared quasi-permanent so far.

(b) No.

(c) Before declaring an official quasi-permanent, certain formalities are required to be completed. Necessary action in this respect is being taken.

Research in Polio

4446. Shrimati Manjula Devi: Will the Minister of **Health** be pleased to state:

(a) whether any research in Polio is being conducted by the Government of India;

(b) whether the attention of Government has been drawn to the fact that a startling discovery was made by a renowned Homoeopathy Doctor in Assam for curing Polio cases; and

(c) whether certificates from the Polio patients for the successful treatment of Polio cases were sent to Government?

The Minister of Health (Shri Karmarkar): (a) Yes.

(b) The Government of India have no information.

(c) No.

Power Generation

4447. Shri Harish Chandra Mathur: Will the Minister of **Irrigation and Power** be pleased to state:

(a) how the power generated during the First and Second Five Year Plan periods has been distributed between

(i) rural areas and urban areas;

(ii)(a) Large scale industry;

(b) Domestic purposes;

(c) Small Scale Industry;

(d) Agriculture;

(b) the rate at which it is made available to different sectors; and

(c) how the power to be generated during Third Five Year Plan is to be distributed State-wise according to the load surveys made?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) (i) Information regarding the exact distribution of power between rural and urban areas is not available.

(ii) (a) to (d). Statement laid on the Table.. [*See* Appendix VI, annexure No. 60] gives the figures of consumption of energy by these classes of consumers, to the extent available.

(b) and (c). The required information is given in the two statements laid on the Table of the House. [*See* Appendix VI, annexeres Nos. 61 and 62 respectively].

Under-Bridge at Warangal

4448. Shri Madhusudan Rao: Will the Minister of **Railways** be pleased to refer to the reply given to Unstarred Question No. 2063 on the 5th September, 1960 and state:

(a) the further progress since made in regard to the construction of underbridge at Warangal;

(b) whether the work on this project has been started; and

(c) if not, the time by which the work will commence?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The Government of Andhra Pradesh have not pursued this proposal. They have not also included this work in their schemes for over/under-bridges during the Third Plan period.

(b) No, Sir.

(c) Does not arise.

Northern Railway Employees Co-operative Credit Society, Delhi

4449. Shri Balmiki: Will the Minister of **Railways** be pleased to state:

(a) the reasons for the delay in deciding the claim against the present Northern Railway Employees Co-operative Credit Society, Delhi;

(b) why this case is being postponed uptill now; and

(c) the value of the claims?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). The hon. Member is probably referring to the N.W. Railway Co-operative Credit Society, Delhi, which is a counterpart of the Society at Lahore. So far as the Ministry of Railways is concerned, there has been no avoidable delay in the matter relating to the settlement of the claims against the above Society. This question was under the consideration of the Ministry of Rehabilitation till February 1959, when, as a result of the discussions with that Ministry, it was suggested that further action in the matter could be pursued by the Ministry of Railways in consultation with the Ministry of Law, as the efforts made by that Ministry to get the claims verified did not fructify. In accordance with the advice given by the Ministry of Law, action was taken to liquidate the above Society and a Liquidator has been appointed by the Registrar of Co-operative Societies, Delhi in December 1960. Under the provisions of the Co-operative Societies Act, the Liquidator is empowered to call for the claims and settle them *pro-rata* with reference to the resources available. Necessary instructions to hasten the process of settlement have been issued to the Liquidator in this regard.

(c) The value of the claims is estimated to about Rs. 13 lakhs.

अनुसूचित जातियों के रेलवे कर्मचारियों की पदनियुक्ति

४४५०. **श्री खुशवक्त राय** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे बोर्ड ने दिसम्बर, १९६० में एक पत्र विभिन्न रेलवे के जनरल मैनेजरों को लिखा था कि अनुसूचित जाति के कर्मचारियों को अपने निवास स्थान से दूर नहीं भेजा जाना चाहिये;

(ख) क्या इसका पालन किया गया है ; और

(ग) इसके फलस्वरूप कितने कर्मचारियों का स्थानान्तरण किया गया है ?

रेलवे उपमंत्री (श्री शाहनवाज खां) : (क) जी नहीं । रेल प्रशासनों को केवल यह सुझाव दिया गया है कि जहां तक व्यावहारिक हो, अनुसूचित जाति के कर्मचारियों की बदली उनके अपने जिलों या आस पास के जिलों में या ऐसी जगहों में की जाये, जहां प्रशासन उनके लिए मकान की व्यवस्था कर सके ।

(ख) और (ग). सवाल नहीं उठता ।

Mosquito Menace in Govt. Colonies

4451. Shri Ram Garib: Will the Minister of **Health** be pleased to state:

(a) whether Government propose to take steps to remove the mosquito menace in the New Delhi Government Servants' residential colonies under the control of Delhi Municipal Corporation/New Delhi Municipal Committee; and

(b) if so, what are those steps?

The Minister of Health (Shri Karmarkar): (a) and (b). Anti-larval measures are being taken to minimise the mosquito menace in Delhi/New Delhi. These measures are further intensified during the spring and monsoon seasons.

Night Airmail Service

4452. Shri Tangamani: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there is a proposal to alter the route of the Night Air Mail Service;

(b) if so, from which date; and

(c) what air port will constitute the junction in the place of Nagpur?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Not at present.

(b) and (c). Do not arise.

Medical Education and Training in Madras State

4453. Shri Tangamani: Will the Minister of **Health** be pleased to state:

(a) whether any lumpsum is being given to Madras State for Centrally sponsored schemes under the head "Medical education and training";

(b) if so, how much is being granted during the current year;

(c) whether such grant was made to the Madras State for the Second Five Year Plan; and

(d) if so, the amount sanctioned and the amount granted and the amount spent?

The Minister of Health (Shri Karmarkar): (a) to (d). According to the revised procedure for the release of Central assistance in respect of Centrally aided and Centrally sponsored schemes, funds are being released to the State Government on monthly basis as ways and means advances, and final payment sanctions are issued towards the end of the financial year. The present year's allocation for the State of Madras for the scheme is yet to be decided. The following grants-in-aid were released to the State Government in respect of "Medical Education and Training"

during the last three years of the Second Five Year Plan period:—

1958-59	..	Rs. 10,03,500
1959-60	..	Rs. 25,84,000
1960-61	..	Rs. 37,46,000

The entire amount paid is deemed to have been spent by the State Government.

Seminar on Storage of Foodgrains

4454. Shri P. C. Borooah: Will the Minister of **Food and Agriculture** be pleased to state:

(a) what matters were discussed at the recent national Seminar on the Storage of foodgrains held in New Delhi at Vigyan Bhawan;

(b) what observations/suggestions were made in the Seminar; and

(c) what is the Government's attitude towards the same?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) 1. Storage structures and grain handling equipment.

2. Biological factors which affect the storability of grain.

3. Insect infestation in stored grain and insect control.

4. Estimation of storage losses.

(b) The following were the main observations/recommendations made by the Seminar:—

(1) That there should be an increasing awareness of storage structures which would facilitate prolonged storage and adoption of proper preservation measures;

(2) That grade specifications should be finalized expeditiously to enable storage of appropriate qualities in bulk or in bags;

(3) That an all-India survey should be carried out to bring out the relative importance of various storage pests;

(4) That the possibilities of fumigating grain in transit should be explored;

(5) That the direct mixing of synthetic insecticides with foodgrains meant for human and animal consumption should be avoided; and

(6) That the formulation and manufacture of suitable fumigants should be encouraged.

(c) The observations/recommendations are under examination.

Outlook Division

4455. Shri P. C. Borooah: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether an "Outlook Division" is proposed to be established in the Ministry of Food and Agriculture; and

(b) if so what will be its constitution and functions?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) For the present, work in connection with outlook studies will be undertaken in one of the existing Dicisions of the Directorate of Economics and Statistics, Ministry of Food and Agriculture.

(b) Does not arise.

Vanaspati Industry

4456. Shri P. C. Borooah: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the Government have of late had a proposal to change the raw material base for the vanaspati industry;

(b) if so, what are the proposed alternative raw material bases; and

(c) what is the Government's decision in this regard?

The Deputy Minister of Food and Agriculture (Shri A. M Thomas): (a) No, Sir.

(b) and (c). Do not arise.

Delhi-Jaipur Trunk call system

4457. Shri P. C. Borooah: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether a new trunk call system between Delhi and Jaipur has been established to cut time lag under which a subscriber in Delhi can directly dial to a Jaipur subscriber and *vice-versa;*

(b) if so, since when; and

(c) whether any other cities/towns in India are also proposed to be similarly connected and if so, what is the scheme for the year 1961-62?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) No.

(b) and (c). Do not arise.

Dysentery in Madras State

4458. Shri Narasimhan: Will the Minister of **Health** be pleased to state:

(a) whether it has come to Governments knowledge that a new type of dysentery is taking heavy toll in North Arcot District of Madras State;

(b) whether Medical Research Institution maintained by the Centre did or are doing any investigation concerning the diagnosis, treatment etc. of the disease; and

(c) if so, the result thereof?

The Minister of Health (Shri Karmarkar): (a) No report in regard to the outbreak of such a disease in North Arcot has been received by the Government of India.

(b) and (c). Do not arise.

Road-Tax Coupons in Delhi

4459. Shri C. K. Nair: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government are aware that in order to get road-tax coupons for automobiles people in Delhi have to stand in queue for hours together and that also for two to three days;

(b) whether Government are also aware that the number of registered automobiles in Delhi has considerably increased during the last three years; and

(c) if so, what arrangements have been made for easy payment of road tax and immediate issue of the road-tax coupons.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Under the new system, normally the payment of tax takes only a few minutes. After the tax has been paid, the token is issued within a short time on the same day. During the last 10 days or so of the first month of every quarter it takes a longer time when a large number of persons present applications.

(b) Yes.

(c) Wide publicity is given through the newspapers before the commencement of every quarter, that the motor tax should be paid as early as possible to avoid inconvenience to the owners. The work relating to collection of tax and issue of tokens is started about 10 days before the commencement of the quarter. The payment of tax can be made by the end of the first month of the quarter, which means that owners have 40 days within which payment can be conveniently made. Payment is also accepted on an annual basis. The Transport Department employs 6 additional cashiers, besides 8 regular cashiers, during the peak period, to cope with the work.

Delhi Milk Scheme

4460. Shri Nardeo Snatak: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that there is heavy rush of card holders registered at the Milk Booth in 'A' Block of Pandara 'E' Type Flats as com-

pared to other milk booths in the vicinity;

(b) whether it is also a fact that recently an officer of the Delhi Milk Scheme visited the colony to select a suitable site in 'B' Block for opening another milk booth; and

(c) if so when Government propose to open an additional milk booth to alleviate the hardships of the residents?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) to (c). A statement is laid on the Table of the House. [*See* Appendix VI, annexure No. 63.]

Direct Trunk Call System

4461. Shri D. C. Sharma: Will the Minister of **Transport and Communications** be pleased to state:

(a) the names of places between which direct trunk call system exists at present; and

(b) the places between which this service is proposed to be introduced during the current year?

The Minister of Transport and Communications (Dr. P. Subbarayan):

(a) Trunk calls between Lucknow and Kanpur can be directly obtained by subscribers at present.

(b) It is proposed to introduce a Service between Delhi and Agra in the current year.

Small-pox vaccination in Delhi

4462. Shri D. C. Sharma: Will the Minister of **Health** be pleased to state:

(a) the number of persons vaccinated since the pilot project campaign for small-pox vaccination started in Delhi;

(b) the number of cases of small-pox among vaccinated and unvaccinated and the deaths in each case;

(c) whether there have been any harmful after-effects in any case; and

(d) if so, what are they?

The Minister of Health (Shri Karmarkar): (a) to (d). The requisite information has been called for from the Municipal Corporation of Delhi and will be laid on the Table of the Sabha in due course.

Vaccination in India

4463. Shri D. C. Sharma: Will the Minister of **Health** be pleased to state:

(a) whether any petition against the compulsory vaccination in India was received from the British Medical Practitioners during 1951-52;

(b) the action taken in the light of the facts mentioned therein; and

(c) the contents of reply sent to the petitioners, if any?

The Minister of Health (Shri Karmarkar): (a) to (c). No such petition appears to have been received.

Harmful effects of Vaccination

4464. Shri D. C. Sharma: Will the Minister of **Health** be pleased to state:

(a) whether any representation regarding the dangers of vaccination and its harmful effects was received from the Secretary of the Ahimsak Party;

(b) if so, the action taken in the matter; and

(c) the nature of reply sent to the Secretary, Ahimsak Party, if any?

The Minister of Health (Shri Karmarkar): (a) Yes.

(b) and (c). The Secretary of the Ahimsak Party was informed that his proposal regarding the abolition of vaccination in India could not be agreed to.

Employees of former Rationing Department, Delhi

4465. Shri Vajpayee: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the pay of all the former employees of Rationing De-

partment, Delhi, now transferred to other offices of the Government of India and Delhi Administration under C.C. S. (R.P.) Rules, 1947 has been refixed;

(b) if so, what is the actual number of those whose pay has not been fixed; and

(c) the reasons for the delay in this matter?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). No. Out of a total of about a thousand cases pay has not been fixed under the C.C.S. (R.P.) Rules, 1947 in 12 cases.

(c). The pay scales under the C.C.S. (R.P.) Rules, 1947 for the staff of the Rationing Department were notified in 1950 and the pay of the majority of the staff fixed under these rules prior to the winding up of the Rationing Department in 1954. In the case of two categories of staff—senior clerks and sub-Inspectors—the pay scales sanctioned were considered inadequate and were recommended for review. These pay scales were finally revised in 1955 in respect of senior clerks and in 1957 in respect of Sub Inspectors. The Rationing Organization had by this time been disbanded and the employees were found berths in 24 Ministries/Departments of the Government of India in offices scattered all over the country. Out of a total of 316 cases of Senior Clerks and Sub-Inspectors, 304 have since been finalised. In the 12 cases which still remain there are complications of a special nature. In many of these cases the staff were involved in disciplinary proceedings.

Plague in Madras and Mysore States

4465-A. Dr. Sushila Nayar: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that cases of plague have been occurring in certain areas in Mysore and Madras States;

(b) if so, the number thereof; and

(c) the steps taken to prevent spread of infection?

The Minister of Health (Shri Karmarkar): (a) to (c). The required information has been called for from the Governments of Madras and Mysore and will be laid on the Table of the Sabha in due course.

Central Health Service

***4465-B. Dr. Sushila Nayar:** Will the Minister of **Health** be pleased to state:

(a) whether the Central Health Service proposed some years ago has come into existence;

(b) if so, whether the list of doctors included in the initial constitution of the scheme has been issued; and

(c) if not, the reasons therefor and when it will be done?

The Minister of Health (Shri Karmarkar): (a) Not yet, Sir.

(b) Does not arise.

(c) Certain aspects of the Central Health Sevrice Scheme have been reviewed and the Scheme, as revised, is expected to be finalised shortly.

Fire in a Depot near Ghanauli Station

4465-C. Shri Ram Krishan Gupta: Shri D. C. Sharma: Shri P. C. Borooah:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that about 150 wagon loads of "bhabbar" grass stocked in a depot about 100 yards from Ghanauli Railway Station on the Nangal-Rupar section caught fire on the 18th April, 1961;

(b) if so, the loss incurred; and

(c) the cause of the incident?

The Deputy Minister of Railways (Shri Shahnawaz Khan): Although the Ministry of Railways are not con-

cerned with the question, information available with them is as follows:—

(a) Yes Sir.

(b) Government Telegraph Department and M/s. Shri Gopal Paper Mills, Jagadhari sustained losses due to this incident to the tune of Rs. 1,000 and Rs. 75,000 respectively.

(c) A Truck utilised for transporting 'Bhadhar' Grass from the forest to the Mill Depot misfired, whereby the grass caught fire. The fire spread instaneously due to strong wind blowing at the time.

Sugar Market in Aden

4465-D. Shri P. C. Borooah: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the attention of Government has been drawn to the news-item in the Economic Times of 23rd April, 1961 regarding the possibility of India losing her sugar market in Aden on account of irregular shipments; and

(b) if so, what steps have been taken by Government to improve the position?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir.

(b) Shipments of sugar sold to Aden have been regular except for some dislocation in shipment in January last owing to the cancellation of one steamer. The cause of the delay in shipment in this particular case was explained to the buyers who agreed to extension of time. Supplies were made within the extended time.

12.05 hrs.

MOTION FOR ADJOURNMENT

MISSING I. A. F. DAKOTA AIRCRAFT

Mr. Speaker: I have received notice of an adjournment motion from Shri Braj Raj Singh:

"Reported missing of an Indian Air Force aircraft near Kumaon Hills in the thick Terai forests. The Dakota, it is alleged, was on routine flight. It is feared that the crew and the aircraft both are not traceble. It is a matter of serious concern."

The Minister of Defence (Shri Krishna Menon): A Dakota aircraft with four air crew and five ejection crew took off from Agra at 6.45 hours on the 1st of May, 1961 on a supply dropping mission. The aircraft was reported to be missing at 12 hours because it had fuel to go till 12 hours and had not returned by that time. It was, therefore, reported missing. The full search procedure according to the regulations was put into operation and an army detachment with an ambulance proceeded to the scene after a report was received that the aircraft had been found in a particular area. It was found that these rumours and reports were not reliable. The crashed aircraft has not been located nor is there any news where the crash could have taken place. The full operation of search continues by helicopter. These operations started on the 1st of May and were continued the whole day yesterday and they are still continuing. The civilian authorities and the Army are also assisting in the search and their co-operation and their joint endeavours to locate the aircraft will continue until it is found or there is no hope of finding it.

Shri Braj Raj Singh (Ferozabad): May we be assured that it has nothing to do with our border dispute in our northern border?

Mr. Speaker: He wants to know whether there has been any action and it has been shot down and whether it has any relation to our border dispute with China.

Shri Krishna Menon: I have said that it was on a supply dropping mission and it was a transport aircraft.

Shri Tyagi (Dehra Dun): Was it provided with wireless communication facilities and, if so, until what

[Shri Tyagi]

point was contact established with that plane?

Shri Krishna Menon: It had all the usual communication facilities that a Dakota has—no more and no less. It was on a normal supply dropping mission. The information in regard to the area and other details are marked on my paper as 'classified'; so I am unable to give any more information.

Shri M. R. Krishna (Karimnagar—Reserved-Sch. Castes): May I know whether this aircraft was carrying supplies to be dropped on the border?

Dr. Ram Subhag Singh (Sasaram): That is what he said.

Shri Krishna Menon: What is exactly what I said. The information in regard to the location and direction is marked 'classified' and therefore, I am not able to give any more information at this stage.

Mr. Speaker: It was carrying supplies to those in the border. I do not give my consent to this adjournment motion.

12.09 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Pooling arrangements between the India British and European Shipping Companies

Shri Raghunath Singh (Varanasi): Sir, under Rule 197, I beg to call the attention of the Minister of Transport and Communications to the following matter of urgent public importance and I request that he may make a statement thereon:—

> "The pooling arrangements between the India, British and European Shipping Companies".

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): From information available to the Government it is understood that since March, 1960, the Indian Lines operating liner services in the India|UK| Continent trade had been carrying on negotiations with the representatives of the concerned Conferences in order to arrive at a mutual agreement in regard to the share to be allocated in the coming years to Indian Lines of the Conferences both in the India/UK and India/Continent trades. These negotiations are reported to have resulted in the following broad agreements being reached in November 1960:—

(1) *India/UK trade*: Indian Lines will initially be entitled to a share of 30 per cent of the money pool with an escalation increase of 1 per cent per year going upto 40 per cent in 10 years.

(2) *India/Continent trade*: The Indian Lines will be entitled to a share of 40 per cent of the money pool.

The pooling arrangements have come into force with effect from the 1st January, 1961.

12.11 hrs.

PAPERS LAID ON THE TABLE

Shipping Development Fund (Loans) Rules

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Sir, I beg to lay on the Table a copy of the Shipping Development Fund (Loans) Rules, 1961 published in the Notification No. G.S.R. 494, dated the 8th April, 1961 under sub-section (3) of Section 458 of the Merchant Shipping Act, 1958. [Placed in Library. *See* No. LT-2924/61].

Statement re: setting up of Krishna-Godavari Commission

The Deputy Minister of Irrigation and Power (Shri Hathi): Sir, I beg to lay on the Table a statement on

the setting up of Krishna-Godavari Commission. [Placed in Library. *See* No. LT-2924/61].

Shri Rami Reddy (Cuddapah): Sir, I want to ask a question. I want to know whether the Central Government consulted the States before the appointment of this Commission about the terms of reference.

Shri Hathi: The hon. Minister of Irrigation and Power, as the House knows, had consultations with each State that was concerned and after these discussions with them this step had been taken.

Shri Rami Reddy: My point was whether before the actual terms of reference were formulated, the State Governments were consulted about the terms of reference?

Shri Hathi: No, Sir; the State Governments are not consulted about the terms of reference but the general idea is given.

Shri Thirumala Rao (Kakinada): Who are the members of this Commission?

Shri Hathi: It is given in the statement.

Shri Thirumala Rao: I want to know whether the consent of the parties concerned had been obtained. (*Interruptions.*)

Some Hon. Members *rose*—

Mr. Speaker: Order, order.

Shri Thirumala Rao: I want to know whether the concurrence of the parties concerned has been obtained.

Shri Hathi: I shall read it if you like.

Mr. Speaker: How long is it?

Shri Hathi: It is about a page and a half.

Mr. Speaker: Yes.

Shri Hathi: The Krishna and the Godavari are amongst the major rivers of India and offer large scope for harnessing their waters for irrigation and power generation. In 1951, an assessment was made of the supplies available in these rivers after meeting the requirements of the works then in operation and of further possible uses in the light of the known new projects. Since then a number of projects on these rivers have been taken up for execution and a few more have been included in the Plans. But larger demands have now arisen. Also during the ten years that have since elapsed further data on these rivers have become available. It has, therefore, become necessary to review the position in respect of the availability of supplies in these rivers with a view to determining the extent to which further demands can be met. The Government of India have, therefore, decided to set up a Commission for the purpose. In the meanwhile work on the projects already sanctioned will not be held up and shall proceed as planned.

2. The Commission shall consist of:—

Members

(i) Shri N. D. Gulhati, ISE (retd.) as Chairman;

(ii) Shri D. D. Jaini, ISE (retd.) and

(iii) Dr. R. C. Hoon, Director, C.W. & P.C.

3. The terms of reference of the Commission shall be as follows:—

(1) To report on the availability of supplies in the Krishna on the basis of annual flows at Vijayawada and other points taking into account upstream utilisation and allowing for regeneration:—

(i) for 86 per cent dependability as assumed in 1951;

(ii) for 75 per cent dependability; and

[Shri Hathi]

(iii) for such other criterion of dependability as may be considered appropriate.

(2) To report on the requirements of the projects on the Krishna:—

(i) in operation in 1951;

(ii) as approved by the Government for India execution;

(iii) included in the Plans but not yet approved by the Government of India;

(iv) further proposed by the States; and

(v) such minor schemes as may have been sanctioned upto March 1961.

(3) To report on the availability of supplies in the Godavari on the basis of annual flows at Dowleswaram and other points taking into account upstream utilisation and allowing for regeneration:—

(i) for 86 per cent dependability as assumed in 1951;

(ii) for 75 per cent dependability; and

(ii) for such other criterion of dependability as may be considered appropriate.

(4) To report on the requirements of the projects on the Godavari:—

(i) in operation in 1951;

(ii) as approved by the Government of India for execution;

(iii) included in the Plans but not yet approved by the the Government of India;

(iv) further proposed by the States; and

(v) such minor schemes as may have been sanctioned upto March, 1961.

(5) To report on the feasibility of diverting any surplus supplies in the Godavari to the Krishna indicating the quantity to be diverted and the the order of the cost involved.

4. The Commission has been asked to submit its report by the end of November, 1961.

The important thing is to divert the Godavari waters into the Krishna and augment the waters so that there will be sufficient water available. That is the basis of the whole scheme.

Shri Rami Reddy (Cuddapah): The Deputy Minister just now said that—it is practically the last sentence—the Commission has been requested to make its report by the end of November, 1961. Is it the intention of the Government to withhold the sanction of some of the projects on the Godavari and the Krishna till the Commission makes the report?

Shri Hathi: As I said, the projects which have already been sanctioned will not be withheld. About the new projects, of course, they will be, unless we know the total availability. It is a question of six months and it should not be very difficult to deal with.

Shri T. B. Vittal Rao (Khammam): May I know whether the construction of the Pochampad dam will be carried on pending this report?

Shri Rami Reddy: What about Srisailam?

Shri Hathi: Both Pochampad and Srisailam projects are yet under examination. It depends on the availability of water. So, that may not be possible. But that is being examined.

Shri Rami Reddy: What about Srisailam?

Mr. Speaker: Both of them have been just now mentioned by the Minister.

Shri Ranga (Tenali): Is it not a fact that the Pochampad project had already been before the Government for a number of years after it was sanctioned, and therefore why should it also be kept in abeyance until report is received?

Shri Hathi: Because it is a question of the whole basin of the Krishna and the Godavari and the availability of water.

Shri Rami Reddy: What about Srisailam which is essentially a power project? (*Interruptions*).

Shri Hathi: After the harnessing of the waters of the Krishna and the Godavari, we can have an overall picture of the total water available and there should be no difficulty then.

Several Hon. Members *rose*—

Mr. Speaker: Order, order. All this is not in pursuance of a Calling Attention Notice. The hon. Minister laid a statement on the Table of the House and he also read it. I allowed so much of opportunity to all hon. Members to put questions on the matter. If they have anything more to say or if they want to have a discussion, etc., there are other methods of drawing the attention of the House to the subject-matter. I have allowed hon. Members not only of one State but many States. Shri Shankaraiya from Mysore is also getting up now.

Shri Thirumala Rao: I want to know whether these terms of reference have been drafted with the previous knowledge and concurrence of the concerned State Governments.

Shri Hathi: I said that we had a discussion. The general plan was to determine how much water is available in the Krishna and how much more could be available; whether a diversion is possible and, if so, to what extent and what is the cost, etc. These were the main things discussed. These terms of reference are based on those discussions. The actual words and the drafts of the terms have not been discussed. But the whole idea has been discussed.

Shri Thirumala Rao: I want to know whether there was previous concurrence and agreement. It is not a question of discussion or consultation. The question is whether the Governments concerned have agreed to these proposals. You have discussed all these things. But was there a broad agreement reached on the main principles about the replacement?

Shri Hathi: There was broad agreement on these lines. But if the question is whether each term of reference has been communicated to them, whether agreement has been obtained, etc. that is not done. But the broad principles have been agreed to.

Shri Basappa (Tiptur): The scarcity areas on the upper Krishna are on a higher level; they are higher than the works. I want to know whether the works on the Krishna and other projects under the Mysore Government will be taken in hand and whether such works already taken up will go on without any hindrance?

Shri Hathi: I have said that the requirements of the projects in operation in 1951 will also be looked into. Later on, in future, all the other projects will be looked into.

Shri T. B. Vittal Rao: Only the day before yesterday, the Minister of Public Works in that State made a statement in which he said categorically that the Andhra Pradesh Government has not agreed to any modification of the 1951 agreement. Therefore, how can the hon. Minister here say that there is agreement?

Shri Hathi: There is no question of any modification. These terms of reference do not mean or say that these things will be modified or should be

[Shri Hathi]

modified. What this Commission has to do is to find out the requirements of the projects in execution and of those which are proposed to be included in the Plan and to see how much more water from the Godavari could be diverted to the Krishna and how much of the needs of the States could be fulfilled. That is the whole thing which they are to do.

Shri Ranga: Why should they postpone the undertaking of the Pochampad project which has been hanging fire for so many years, if after all, these things are done, only the surplus waters are going to be utilised?

Shri Hathi: There is difference of opinion or what you call dispute about waters between the different States. If it is possible to carry on the work in an atmosphere of goodwill and cooperation without creating any sort of difference of opinion, it will be good. It is only a question of five to six months. Even supposing it is sanctioned, the monsoon period would not at all be convenient for any construction at all.

Shri Heda (Nizamabad): When the Pochampad project was under consideration, not only as a major project but even as a medium-sized project, only then the question of the 1951 agreement came in, and certain States raised an objection. The Central Government had been giving assurances all along that the 1951 agreement would be adhered to, but all of a sudden, with this appointment of the Commission, the decision is that the Pochampad project will not be considered till the report of the Commission is obtained. Is this not contrary to the earlier assurances?

Shri Hathi: The appointment of this Commission does not in the least mean that the 1951 agreement is to be modified or has been modified. What this Commission is to do is only to examine the possibility of supplementing the waters in the Krishna and to see what are the needs of the States and how they can be met and how the increasing needs of every State could be met.

Shri Shankaraiya (Mysore): In view of the fact that the Mysore Government was not a party to the 1951 agreement and the Mysore Government have got so many schemes in the Upper Krishna region, what is the harm in allowing the project to continue?

Shri Hathi: It is not a fact that the Government of Mysore was not a party to the agreement. The Mysore Government was also there. What the Mysore Government now says or has been saying is that they have not ratified the agreement and not that they were not a party to the agreement. That is the Mysore case.

Shri M. R. Krishna (Karimnagar—Reserved—Sch. Caste): Are we to understand that the findings of the Commission are not going to be binding on any of the three States?

Shri Hathi: This Commission is not going to give any award. In the general discussion, we had with the various States, it was suggested and we also thought that by diverting the waters of Godavari to the Krishna basin, sufficient water will be available, because Godavari water is not used and it may be possible to give even more water than needed to satisfy the needs of the States. If such a solution to satisfy the needs of all the States was available, we thought, why not have that examined.

Dr. M. S. Aney (Nagpur): Will the Commission make any enquiry about diveting the Godavari waters to meet the requirements of Maharashtra including Vidarbha before giving any finding on diverting the Godavari waters to Krishna for the purpose of the schemes proposed by the Andhra State?

Shri Hathi: The Commission will look into the needs of all the States for projects agreed in 1951, for new projects sanctioned and for other projects proposed by the States.

Some Hon Members *rose*—

Mr. Speaker: I am not going to allow any more questions. I have called every hon. Member who had any interest in this matter.

STATEMENT re: ACTION TAKEN ON REPORT OF THE SCHEDULED CASTES AND SCHEDULED TRIBES COMMISSIONER

The Deputy Minister of Home Affairs (Shrimati Alva): I beg to lay on the Table a statement showing action taken or proposed to be taken on recommendations maed by the Commissioner for Scheduled Castes and Scheduled Tribes in his Report for the year 1958-59. [Placed in Library. *See* No. LT-2930/61.]

PAPERS UNDER AIR CORPORATIONS ACT

The Deputy Minister of Civil Aviation (Shri Mohiuddin): I beg to lay on the Table—

(i) A copy each of the following papers under sub-section (4) of Section 15 of the Air Corporations Act, 1953:—

(a) Annual Accounts of the Air-India International Corporation for the year 1958-59 and the Audit Report thereon. [*Placed in Library. See* No. LT-2926/61.]

(b) Annual Accounts of the Indian Airlines Corporation for the year 1957-58 and the Audit Report thereon. [Placed in Library. *See No.* LT-2927/61.]

(ii) A copy each of the following papers under sub-rule (5) of Rule 3 of the Air Corporations Rules, 1954:—

(a) Summary of the Budget Estimates of Revenue and Expenditure of the Indian Airlines Corporation for the year 1961-62.

(b) Summary of Actuals for the year 1959-60, Budget Estimates and Revised Estimates for the year 1960-61 and Budget Estimates for the year 1961-62 under Capital, of the Indian Airlines Corporation. [Placed in Library. *See* No. LT-2928/61.]

(c) Summary of Budget Estimates of Revenue and Expenditure of the Air-India International Corporation for the year 1961-62.

(d) Summary of Actuals for the year 1959-60, Budget Estimates and Revised Estimates for the year 1960-61 and Budget Estimates for the year 1961-62 under Capital, of the Air-India International Corporation. [Placed in Library. *See* No. LT-2929/61.]

12.21 hrs.

LEAVE OF ABSENCE

Mr. Speaker: The Committee on Absence of Members from the Sittings of the House in their Twenty-fourth Report have recommended that leave of absence may be granted to the following members for the periods indicated against each:—

(1) Lala Achint Ram—23rd December, 1960 (Twelfth Session); 14th February to 1st April, 1961 (Thirteenth Session).

(2) Shri B. Pocker—8th April to 5th May 1961 (Thirteenth Session).

(3) Thakore Shri Fatehsinhji Ghodasar—21st March to 4th May, 1961 (Thirteenth Session).

(4) Shri V. N. Swami—14th February to 13th April, 1961 (Thirteenth Session).

(5) Shri Etikala Madhusudhan Rao—14th February to 13th April, 1961 (Thirteenth Session).

(6) Shri M. K. Jinachandran—14th February to 4th March, 1961 (Thirteenth Session).

[Mr. Speaker]

(7) Shri Chandikeshwar Sharan Singh Ju Deo—14th February to 11th April, 1961 (Thirteenth Session).

(8) Shri Laisram Achaw Singh—3rd December to 23rd December, 1960 (Twelfth Session).

(9) Shri Surendranath Dwivedy—29th March to 5th May, 1961 (Thirteenth Session).

(10) Shri Narasingha Malla Deb—14th April to 5th May, 1961 (Thirteenth Session).

(11) Shri A. Doraiswami Gounder—15th April to 5th May, 1961 (Thirteenth Session).

(12) Kunwarani Vijaya Raje—7th March to 4th May, 1961 (Thirteenth Session).

(13) Shri S. R. Arumugham—14th February to 4th March, 1961 (Thirteenth Session).

I take it that the House agrees with the recommendations of the Committee.

Some Hon. Members: Yes.

Mr. Speaker: The Members will be informed accordingly.

12.23 hrs.

ARREST OF A MEMBER

Mr. Speaker: I have to inform the House that I have received the following two telegrams dated the 2nd May, 1961, from the Police Inspector, Kozhikode:—

(1) "Shri K. P. Kuttikrishnan Nair, Member, Lok Sabha, was arrested by Circle Inspector of Police, Kozhikode, at Kozhikode, at 8-30 A.M. today, under Section 38(2) of the Kerala Police Act, while the former and six others were doing obstructive picketing in front of the Peirce Leslie Office. He did not apply for bail. He is being produced before the Magistrate with petty case charge-sheet today."

(2) "Shri K. P. Kuttikrishnan Nair, Member, Lok Sabha, produced with charge-sheet in Calicut Town Police Station petty case No. 199/61, before the Additional Sub-Magistrate, Kozhikode, today noon. The member is remanded for one day in the special sub-jail, Kozhikode, today afternoon."

12.25 hrs.

COAL MINES (CONSERVATION AND SAFETY) AMENDMENT BILL —*contd.*

Mr. Speaker: The House will now take up further consideration of the following motion moved by Sardar Swaran Singh on the 2nd May, 1961, namely:

> "That the Bill to amend the Coal Mines (Conservation and Safety) Act, 1952, be taken into consideration."

Time not allotted. Time taken is one hour. How many hon. Members want to participate in the discussion?

Some Hon. Members *rose*—

Mr. Speaker: Let us have one hour more. Shri Braj Raj Singh may continue his speech.

श्री ब्रजराज सिंह (फिरोजाबाद) : अध्यक्ष महोदय, कल मैं कह रहा था कि जो यह नई एक्साइज ड्यूटी माननीय मंत्री महोदय लगाने वाले हैं उनका प्रस्ताव है कि उससे ७ करोड़ रुपया एकत्र करें। इस सात करोड़ रुपये में से वह तीन करोड सैंट्रल रोपवेज स्कीम के लिए लगाना चाहते हैं। जैसा कि कल मंत्री महोदय ने कहा, इस स्कीम पर कुल १५ करोड़ रुपया खर्च होने को है मेरी समझ में यह नहीं आया कि यह १५ करोड़ रुपया सरकार प्राइवेट माइन ओनर्स की प्रार्थना पर लगाने

जा रही है या अपने आप ही उनको यह सुविधा देने के लिये यह रुपया लगा रही है। जहां तक प्राइवेट माइन ओनर्स की प्रार्थना का सवाल है, मैं समझता हूं कि उन्होंने यह कभी नहीं कहा कि उन्हें इस तरह की कोई स्कीम सरकार बना कर दे और जो स्टोइंग के लिये रेत आता है उस में सौ फीसदी सहायता दे। उन्होंने जो कुछ कहा है वह तो यह है कि उनको वैगन्स नहीं मिलते इसलिए वैगन्स की व्यवस्था की जाये, लेकिन हम यह देखते हैं कि मंत्री महोदय इस कानून के द्वारा उनको सौ फीसदी सहायता करने जा रहे हैं। मैं यह जानना चाहता हूं कि क्या यह सहायता प्राइवेट सेक्टर की जो खदानें हैं उनको कुछ विशेष सुविधाएं देने के लिए की जा रही है या इससे कोयले के उत्पादन पर भी कोई प्रभाव पड़ने वाला है।

इस सात करोड़ रुपये में से चार करोड़ रुपया कोयले को पानी के जहाजों द्वारा ले जाने पर खर्च होगा। यह रुपया सहायता के रूप में दिया जायेगा। मैं ने कल भी इसके बारे में कहा था और आज फिर दुहराना चाहता हूं। कि जब तक हम कोयला ढोने की एक निश्चित नीति निर्धारित नहीं करेंगे कि जिसके मुताबिक सड़क, रेल और पानी के जहाज से कोयला ढोया जाये, और उसको हर साधन से ढोने के जब तक अलग अलग लक्ष्य स्थिर नहीं किये जायेंगे, तब तक मैं समझता हूं कि कोयले को ढोने का संकट देश के सामने बार बार आता रहेगा। इसलिए मैं चाहूंगा कि इस वक्त, जब कि इस बिल पर विचार हो रहा है, सरकार की तरफ से इस तरह की किसी योजना की घोषणा की जाये जिसके मुताबिक तृतीय पंचवर्षीय योजना के अन्तर्गत कोयला ढोने का संकट बचाया जा सके। विशेष तौर से मैं यह जानना चाहता हूं कि सड़क परिवहन द्वारा कोयला ढोने के बारे में सरकार की तरफ से क्या नीति अपनायी जाने वाली है। क्या इस बारे में कोई जांच पड़ताल चल रही है और अगर चल रही है तो सरकार ने सड़क द्वारा कोयला ढोने के लिए तृतीय पंचवर्षीय योजना के अन्तर्गत कितनी रकम निर्धारित की है?

एक प्रश्न उठाया गया बार बार इस सदन में और अभी भी उसके बारे में चर्चा हुई। माननीय मंत्री महोदय ने इस बिल को पेश करते हुए अपने भाषण में कहा कि अभी सारे देश के लिए कोयले की एक सी दर लागू करने के सम्बन्ध में वह निश्चित रूप से कुछ नहीं कह सकते, यानी वह सम्भव नहीं है। मैं जानता हूं मंत्री महोदय की कठिनाई को। ऐसा करने से उस औद्योगिक क्षेत्र के उत्पादन पर असर पड़ सकता है जो कि कोयला खदानों के आस पास है जैसे कि बंगाल और बिहार का क्षेत्र और हमारे स्टील प्लांट जो कि उड़ीसा और बिहार में लगने को हैं और लगे हुए हैं। मैं जानना चाहता हूं कि क्या इस प्रश्न पर केवल इसी क्षेत्र की दृष्टि से विचार किया जा रहा है या सारे देश की दृष्टि से विचार किया जा रहा है खास कर जब कि स्टील के सम्बन्ध में सरकार ने दूसरी नीति अपनायी हुई है। मैं कहना चाहता हूं कि जिस प्रकार स्टील का औद्योगिक उत्पादन की क्षमता पर असर पड़ता है उसी तरह से कोयले का भी पड़ता है। मैं जानना चाहूंगा कि जब स्टील के बारे में सरकार ने एक नीति निर्धारित की है तो कोयले के बारे में भी वह नीति क्यों नहीं निर्धारित की जाती? मेरा निवेदन है कि सारे देश के लिए कोयले का एक सा मूल्य स्थिर करने के प्रश्न पर सरकार विचार करे जिससे कि जो क्षेत्र कोयला क्षेत्र से दूर पड़ते हैं उनको किसी तरह का डिसएडवांटेज न रहे उन क्षेत्रों के मुकाबले में जो कि कोयला क्षेत्र के पास पड़ते हैं। अगर ऐसा नहीं किया गया और सारे देश के लिए कोयले की एक सी दर स्थिर नहीं की गयी तो जो उत्पादन क्षेत्र कोयला क्षेत्र से दूर स्थित हैं उनका उत्पादन उन क्षेत्रों से जो कि कोयला क्षेत्र के आस पास है अधिक खर्चीला पड़ेगा और उनको नुकसान होगा। इसलिए मेरा निवेदन है कि सरकार इस प्रश्न पर विचार करे कि अगर सारे देश

[श्री ब्रजराज सिंह]

के लिए एक सी कोयले की कीमत निर्धारित कर दी जाती है तो बिहार, बंगाल और उड़ीसा के औद्योगिक क्षेत्र को कितनी हानि होगी और बाकी के क्षेत्र को कितना लाभ होगा, और इन दोनों की लाभ हानि का मुकाबला कर के देखे कि कुल मिला कर देश को ऐसा करने से लाभ होगा या हानि। मैं चाहूंगा कि इस पर भी मंत्री महोदय अपने विचार प्रकट करें।

इस बिल में रेलवेज के सम्बन्ध में जो व्यवस्था की गई है वह स्वागत करने लायक है और मैं उसका स्वागत करता हूं। लेकिन मैं फिर कहना चाहूंगा कि एक्साईज के द्वारा इस तरीके से एक बहुत विस्तृत शक्ति सरकार को अपने हाथ में नहीं लेनी चाहिए। इस के मुताबिक जब भी वह चाहें नोटिफिकेशन के द्वारा कोयले पर जितनी चाहे एक्साईज बढ़ा दे और इस तरह कोयले की कीमत बढ़ाने की तरफ एक कदम उठाय। यह ध्यान देने योग्य बात है कि सितम्बर सन् १९५८ में अर्थात् आज से तीन साल से भी कम समय हुआ जब कोयले पर ३८ नय पैसे के हिसाब से एक्साईज ली जा रही थी और अब ८८ या ९४ नये पैसे ले रहे हैं और इस बिल के कानून बन जाने के बाद १२० नये पैसे या १ रुपया और ५० नय पैसे लेंगे। इस ढाई साल के अर्से में कोयले पर चौगुनी ऐक्साईज बढ़ा देना यह एक विचारणीय बात है और इस बढ़ोतरी का औद्योगिक उत्पादन् पर और रेलों के परिचालन पर क्या असर पड़ेगा ? इस संदर्भ में यह बात ध्यान रखने की है कि रेलवेज को जितना कोयले ढोने का खर्चा दिया जाता है वह रेलवे के परिचालन व्यय से कम होता है। एक तरफ तो हम पानी के जहाजों के वास्ते जो कि प्राइवेट उद्योगपतियों के हाथ में हैं, उस इंडस्ट्री को कायम रखने के लिए ऐक्साईज ड्यूटी बढ़ा कर यह विशेष सहायता दें और दूसरी तरफ रेलवेज जो कि हमारा राष्ट्रीय उद्योग बढ़ रहा है उसका परिचालन व्यय बढ़ायें, मैं समझता हूं कि यह उचित बात नहीं है। सरकार को इस सारे मसले पर पूरी तरह से विचार करने की जरूरत है।

आज कोयला ढोने में रेलवेज का परिचालन व्यय जितना होता है उतना किराया नहीं मिलता है। हमें देखना है कि उस को बढ़ा कर के हम उस को सहायता दे सकते हैं या नहीं दे सकते हैं। मैं मोटे अंदाजे से यह कह सकता हूं कि ७ करोड़ रुपया जो अभी ऐक्साईज से आना है उस में से अकेले रेलवेज को ही १ करोड़ २० लाख रुपया देना पड़ेगा। यह हमारा राष्ट्रीय उद्योग है और जब उस को १ करोड़ और २० लाख रुपया देना पड़ेगा तो उसका नतीजा यह होगा कि रेलवे विभाग कहेगा कि अब हमें किराया बढ़ाने की जरूरत है। दूसरी परेशानियां पैदा होंगी। इसलिए मैं कहना चाहूंगा कि इस मसले पर गम्भीरता पूर्वक विचार होना चाहिए, सब पहलुओं पर ध्यान दिया जाना चाहिये तब ऐक्साईज ड्यूटी बढ़ाने की बात होनी चाहिए। ऐक्साईज ड्यूटी बढ़ाकर हम औद्योगिक उत्पादन में व्यय बढ़ाने में सहायता देते हैं और इस से मुद्रास्फिति बढ़ सकती है। इसलिए इन तमाम प्रश्नों पर, कानून बनाने से पहले, सरकार को बहुत ही गम्भीरतापूर्वक विचार कर लेना चाहिए और यह सोचना चाहिए कि कहीं इनका यह तो असर नहीं पड़गा कि मुल्क के औद्योगिक उत्पादन् पर प्रतिकूल प्रभाव पड़े और मुद्रास्फीति बढ़ जाय। मैं चाहूंगा कि मंत्री महोदय इन सारे प्रश्नों पर गम्भीरता-पूर्वक विचार करें। और अगर इस बिल को कानून की शक्ल दे दी जाती है तो उस के बाद भी नोटिफिकेशन के द्वारा कम से कम ही एक्साईज ड्यूटी बढ़ायें। उसको इस शक्ल में न बढ़ायें जिस से केवल प्राइवेट उद्योगपतियों को ही सहायता देने का हमारा काम हो जाय।

मुझे लगता है कि ७ करोड़ रुपया जो हम एक्साईज ड्यूटी बढ़ाने जा रहे हैं वह प्राइवेट खदानों के मालिकों को सहायता देने जा रहे हैं या जो प्राइवेट पानी के जहाज हैं उन को हम सहायता देने जा रहे हैं। राष्ट्रीय उद्योगों से हम एक्साईज ले कर के इन लोगों को पैसा दें यह मुझे मुनासिब नहीं लगता है। मैं चाहूंगा कि सरकार इस के बारे में स्पष्ट रूप से अपनी नीति की घोषणा करे।

अन्त में मैं अपनी उसी बात को फिर दुहराऊंगा कि जहां तक कोयले के ढोने की नीति का प्रश्न है उस पर बहुत ही गम्भीरता पूर्वक विचार करने की जरूरत है। खास तौर से तृतीय पंचवर्षीय योजना में कोयले के ढोने का जो लक्ष्य रक्खा है उस को ढोने के लिय अगर हम अभी से एक सुनिश्चित् योजना नहीं बनाते हैं तो उसका नतीजा यह होगा कि बारबार मुल्क में कोयला ढोने के संकट होंगे। कोयले की खदानों के पास कोयला पड़ा होगा और उस में आग लगने की संभावना होगी और दूसरी जगह मुल्क में औद्योगिक उत्पादन इस लिए मंद पड़ेगा और बंद हो जायगा क्योंकि कोयला वहां पर हम समय पर पहुंचा नहीं पायेंग। इसलिए मैं चाहता हूं कि कोयले के ढुलाई के रेल, रोड और सी, सब के अलग-अलग लक्ष्य निर्धारित हों जिस से हम तृतीय पंचवर्षीय योजना में जो कोयले का उत्पादन बढ़ाना चाहते हैं उस में कभी कोई संकट और बाधा पैदा न हो।

Dr. Melkote (Raichur): Mr. Speaker, Sir, it is a well known fact that during the Second Five Year Plan we have not been able to raise sufficient amount of coal that the country needed and we have not been able to meet the targets. Equal has been our difficulty with regard to transport of coal also from the pithead to the various places where it is needed. In view of these difficulties, I welcome this Bill that has been presented to this House by the hon. Minister.

But I have carefully read the statement he had occasion to make yesterday in this House. I had expected further clarification with regard to certain points, but they are not there. In view of that, I felt I should express my own feelings with regard to this Bill here today.

Sir, so far as giving protection to the railways in these coal mining areas is concerned, nobody has any objection; in fact, we would welcome it. But the other aspect of the question, that the excise levy is now being ratsed from Re. 1 to Rs. 4 is a thing which we have not been able to understand clearly. If the excise levy had been raised in previous years, the object for which it was raised was entirely different. Today we are raising it in order that more coal may be obtained from these pitheads.

Now, so far as the raising of this coal by depillaring in these coal mines is concerned, one has to understand that the present agents of the coal mine owners have not to explore whether coal is there or not. They have not to create new pitheads. Everything has been created and money spent already, and they will benefit to the extent of millions of tons of this coal. Instead of taking this levy from them for giving this benefit, the Government is trying to tax the consumer by raising the levy from Re. 1 to Rs. 4. I have not been able to understand this aspect of the question, and I personally feel that this amount of money should not go to the help of the owners or their agents, but it should go to the benefit of the nation as such. I have, therefore, Sir, objection to this increase from Re. 1 to Rs. 4, and unless the hon. Minister gives a satisfactory answer in his reply we would not be convinced with regard to the increase in this levy.

[Dr. Melkote]

Then there is the question of quicker movement and removal of the bottle-neck in transport. The hon. Minister has said that carrying of coal by sea costs more. It is usually found that any material that is carried by sea is carried at a cheaper rate than what obtains in the railways. Here it is the question of the lead, and therefore the Minister mentioned that possibly the western coast would have to bear a heavier amount of money in this mode of transport. In order to benefit them, he said, this part of the levy may be utilised that way. Sir, places like Hyderabad, Bangalore or places in the interior have not the same advantages as the western coast areas, particularly Bombay. If this money is to be paid for industries which are already in an advantageous position, if this money is spent in order to benefit them, I would request the hon. Minister, since the money is being raised by the public, that there should be an equalisation in this price of coal, that there should be a standard price for coal all over India, whether it is Bengalore, Mysore or Madras. It is that way that industries would benefit, and there would not be this unhealthy competition; otherwise, Government would be helping a particular industry in a particular place which has greater advantages than the other. I would like to understand from the Minister as to why this is being done. So this part is objectionable to us. Thirdly, a part of this coal is being carried by sea. I welcome this. But the hon. Minister has not made it clear that this coal that has to be carried would be carried by national bottoms alone and nobody else. That would help the industry in acquiring more tonnage and give more employment to the people. Therefore, if this is to go to help other ships that are plying in our national waters, it would not be a welcome feature. I personally feel that these three aspects of the question should be dealt with by the hon. Minister and a satisfactory answer given to us.

चौ० रणबीर सिंह (रोहतक): अध्यक्ष महोदय, कोयले पर उत्पादन-कर एक रुपया फी टन से बढ़ा कर चार रुपया फी टन करने का अधिकार सरकार ने इस विधेयक में मांगा है और मैं इसका स्वागत करता हूं। मैं जानता हूं कि इस मंत्रालय के पास उत्पादन कर लगाने की जितनी शक्ति अभी तक थी उसका भी पूरे तौर पर इस मंत्रालय ने इस्तेमाल नहीं किया है। अभी तक ८८ नए पैसे या ९४ नए पैसे ही उत्पादन कर लगा हुआ था। उस के पास यह अधिकार था कि वह एक तरह से १२ नए पैसे और ६ नए पैसे तक इस कर को बढ़ा सकता है। लेकिन खुशी की बात है कि मंत्रालय ने यह समझा कि देश के रिप्रिजेंटेटिव्ज़ के पास गए बिना उस को इस अख्तियार का इस्तेमाल नहीं करना चाहिये। अभी मेरे माननीय सदस्य श्री ब्रजराज सिंह जी ने सन्देह प्रकट किया है कि यह कर इस लिए लगाया जा रहा है या इसलिए बढ़ाया जा रहा है कि किसी जहाज़ी कम्पनी को फायदा पहुंचाना है या जो कोयले के उत्पादक हैं, जो बड़े-बड़े पूंजीपति हैं, उन को फायदा पहुंचाना है। मैं समझता हूं कि जो इस तरह की बातें कहते हैं वे सरासर गलती पर हैं। यह शक्ति इस लिए ली जा रही है कि इस देश में कोयला अधिक पैदा करने की आवश्यकता है और कोयले का उत्पादन जब तक नहीं बढ़ेगा तब तक इस देश की तरक्की पूरे तौर पर नहीं हो सकती। इस वास्ते आवश्यकता इस बात की है कि कोयले के उत्पादन को बढ़ाया जाए।

आए दिन कोयले की खानों के अन्दर एक्सीडेंट्स होते रहते हैं। उन को भी जहां तक मुम्किन हो सके रोका जाय यह भी एक इस विधेयक का उद्देश्य है। इस के अलावा कई बार ऐसा भी भी होता है कि कोयले का उत्पादन तो काफी हो जाता है लेकिन कोयले की ढोने की रेलों में शक्ति नहीं होती है और वह एक

जगह से दूसरी जगह नहीं जा सकता है। एक तरह से बाटलनैक्स पैदा हो जाते हैं, काम रुक जाता है, इस वास्ते यह आवश्यक प्रतीत होता है कि कोयले की ढुलाई का कोई और भी साथ साथ प्रबन्ध किया जाए। कोयले का अन्य साधनों से ढोने का और इस काम को सुचारू रूप से चलाने का अख्तियार भी इस विधेयक में मांगा जा रहा है।

अध्यक्ष महोदय, मैं जानता हूं कि इस मंत्रालय ने जहां तक कोयले के उत्पादन का सम्बन्ध है, तीसरे प्लान के अन्दर ९ करोड़ ७० लाख टन उत्पादन करने का लक्ष्य रखा है। यह जो उत्पादन बढ़ेगा यह केवल प्राइवेट पूंजीपतियों द्वारा ही नहीं बढ़ाया जाएगा बल्कि पब्लिक सैक्टर द्वारा भी बढ़ाया जायगा। २०० लाख टन यानी दो करोड़ टन पब्लिक सैक्टर पैदा करेगा। अब एसी हालत में अगर कोई यह कहता है कि प्राइवेट पूंजीपतियों को बढ़ावा दिया जा रहा है तो मैं समझता हूं कि वह सही बात नहीं कहता है, गलत बात कहता है। इस मैदान में, इस फील्ड में पब्लिक सैक्टर ने हाथ बढ़ाया है और पब्लिक सैक्टर सुचारु रूप से आगे बढ़ सके और देश की उन्नति में सहायक हो सके, इस उद्देश्य से यह उत्पादन कर बढ़ाने की शक्ति मांगी जा रही है। उत्पादन कर बढ़ाने से जो लाभ होगा उसका २५ प्रतिशत या उस से कुछ कम पब्लिक सैक्टर को पहुंचेगा। मैं श्री ब्रजराज सिंह जी की ताईद करता हूं जब उन्होंने यह कहा कि जहां आज हम यह देखते हैं कि जो अनाज है वह रेल हैड पर, हर रेलवे स्टेशन पर सरकार एक ही भाव पर पहुंचाती है, उसी तरह उसे कोयला भी पहुंचाना चाहिए। अनाज हर एक के खाने की चीज है चाहे कोई पंजाबी हो, चाहे बंगाली हो, चाहे मद्रासी हो या बम्बई वाला है, हर कोई अनाज खाता है और यह जीवन के लिये आवश्यक वस्तुओं में से सब से आवश्यक वस्तु है। इसी तरह से कोयला भी मैं यह तो नहीं कहूंगा कि अनाज जितना ही जरूरी है लेकिन बहुत जरूरी चीज है और इसकी ओर भी आपका समुचित ध्यान जाना चाहिये। हो सकता है कि मंत्रालय के रास्ते में बहुत सी रुकावटें हों, बहुत सी मुश्किलात हों, उस नीति के निर्धारण में या उस को चलाने में लेकिन मैं चाहता हूं कि यह मंत्रालय इस के बारे में थोड़ा सोचे क्योंकि इस देश के सभी भागों का आर्थिक विकास तभी हो सकता है जब कि देश की तरक्की के लिए, सब चीजों का और खास तौर पर कोयले का वितरण न्यायोचित ढंग से हो। यह ठीक है कि भगवान ने बिहार, उड़ीसा इत्यादि में कोयले की खानें रखी हैं और इस से उन इलाकों को फायदा पहुंचता है। एक फायदा तो कोयला निकालने से ही पहुंचता है और दूसरा फायदा कुछ कारखानों की इस वजह से स्थापना हो जाने की शक्ल में भी पहुंचता है। लेकिन उस फायदे को हमें इस हद तक नहीं खींचना चाहिए कि दूसरे इलाकों को गिला होने लग जाए। आप जानते हैं कि रिजनल बेसिस पर विकास की हर इलाका मांग करता है और खास तौर पर प्रजातांत्रिक ढांचा जहां होगा वहां पर तो यह कुदरती बात है कि हर इलाके के लोग यह चाहेंगे कि उन का इलाका भी आर्थिक तौर पर तरक्की करे और उस के लिये यह जरूरी है कि वहां जिन वस्तुओं की आवश्यकता है, उनको आप पहुंचायें।

कल माननीय मंत्री जी ने बताया कि ८८ और ९४ नये पैसे की दर जो उत्पादन कर की है, उसको ज्यादा से ज्यादा वह १२० या १५० नये पैसे तक ले जाना चाहते हैं। मेरी राय है कि अगर इसको और भी कुछ बढ़ाने की आवश्यकता हो और मंत्रालय इस बात

[चौ० रणवीर सिंह]

का इतिजाम कर सके कि पजाब के अन्दर तथा दूसरे प्रान्तों के अन्दर भी जिस भाव पर कोयला बंगाल, बिहार इत्यादि में दिया जाता है, उसी भाव पर दिया जाये, तो यह एक स्वागत योग्य बात होगी । इस उद्देश्य से अगर इस कर को बढ़ाया जाता है तो कैसे कहा जा सकता है कि यह उद्योगपतियों के हक की बात है या किसी जहाजरानी कम्पनी के हक की बात है । उस सूरत में यह देश के लाभ की बात होगी ।

इस के साथ-साथ मैं यह भी निवेदन करना चाहता हूं कि जहां तक कोयले को रोड से ढोने का वास्ता है, अगर हव भी बिहार, उड़ीसा इत्यादि के आस पास के इलाकों में और हो सके तो उत्तर प्रदेश के भी कुछ इलाकों में ट्रकों से ढो कर पहुचाया जा सके, तो यह अच्छी बात होगी । वहां जितना कोयला जाना है वह सब ट्रकों से भेजा जाये तो इसका मतलब यह होगा कि रेलों के ऊपर जो आज दबाव है, वह कम किया जा सकेगा । रेलवे के पास आज इतने वैगन नहीं हैं कि कोयले को सारे देश में ठीक तरह से और समय पर वह पहुचा सके । मैं चाहता हू कि जहां थोड़ा बहुत रुपया जहाजरानी कम्पनियों पर दर को ठीक स्तर पर लाने के लिए, रेल के दर के बराबर लाने के लिए खर्च किया जाये वहां ट्रक्स के ऊपर जो थोड़ा बहुत खर्चा अगर फालतू होता है, तो उसको भी सबसिडाइज करने पर इस्तेमाल किया जाये ।

Shrimati Parvathi Krishnan (Coimbatore): Mr. Speaker, the object of this Bill seems to be three-fold; firstly, to erect aerial ropeways in the Jharia and Raniganj coal fields for supplying sand to the private mine-owners for stowing in the interests of safety of life and property and also in the interests of conservation of our coal resources; secondly, to subsidise coastal shipping and, thirdly, to finance the mine-owners for the compulsory execution of protective measures.

Sir, it seems that there is no quorum very early in the day.

Mr. Speaker: Those hon. Members who are interested in this Bill area all here.

Shrimati Parvathi Krishnan: It seems to be an important Bill. Coal is a very important subject.

Mr. Speaker: When other hon. Members do not take interest, that can I do?

Shri Braj Raj Singh: They are busy in the Central Hall.

An Hon. Member: We are going to be taxed for this.

Shri Tyagi (Dehra Dun): It is lunch hour.

Shrimati Parvathi Krishnan: It is not yet lunch hour. One should not be hungry before 1 o'clock.

Mr. Speaker: We are at present in the general discussion stage. When it comes to the question of voting, they will all come.

Shri T. B. Vittal Rao (Khamam): But it is a very sad that we have no quorum even before 1 o'clock.

Shri Warior (Trichur): This is not very good. All of a sudden they rush in when the bell rings and without knowing what has happened in the House they vote either 'Aye' or 'No'. There are not even half the number of hon. Members required for the quorum.

Shri Tyagi: It is lunch hour. It has been our practice that during lunch hour.....

Mr. Speaker: I know. But lunch hour is from 1 o'clock to 2.30. It is not yet 1 o'clock.

Shri C. D. Pande (Naini Tal): They have gone for an early lunch.

Mr. Speaker: I will have the bell rung. Now, there is quorum. The hon. Member may continue her speech.

Shrimati Parvathi Krishnan: This is the result of not discussing the Department of Parliamentary Affairs during the Budget debate.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I cannot bring them and keep them in my lap.

Mr. Speaker: In view of the coming elections at least, hon. Members must be present in larger numbers in the House. I propose doing one thing. I shall ask the office to take note of the number of hon. Members present and put up on the Notice Board division numbers of those hon. Members who are present from 11 o'clock to 1 o'clock, then from 1 o'clock to 3 o'clock and from 3 o'clock onwards.

Shri Tyagi: That will be too restrictive. I would beg of you not be order such a thing. It will be too restrictive.

Mr. Speaker: It is not a restriction. Whichever hon. Member is here is a representative of 8 lakhs of our population.

Shri Braj Raj Singh: Now it is 9 lakhs.

Mr. Speaker: Yes, now it is 9 lakhs. They must be here from morning till evening. I do not know what other work they do. Hon. Members should be here not only for speaking but also because there is no much of education. All that I know about the distant parts of the country is what I went on hearing here. There is nothing particular. Why should one deny oneself even the pleasure of knowing something? I would appeal to Shri Tyagi that instead of pleading for the cause of the absentee hon. Members he should go and bring them and tell them that it is not all right. It is not all right. We are trying to set an example. Even bofere 1 o'clock they are all gathering there in the Central Hall. I sometimes think that I may have a session both in the Central Hall and here simultaneously and ask the hon. Deputy-Speaker to preside over there with myself presiding over here and carrying it on.

Shri Satya Narayan Sinha: All that you have said is off the record, I suppose.

Mr. Speaker: Why? Let future generations know it. There is no harm.

An Hon. Member: There should be a penalty attached to it.

Shri Tyagi: It should be the moral duty of the Party leaders or their whips to see that their Members do not absent themselves.

Mr. Speaker: I expect that for official Bills, the official whips will see to it that there is quorum and for non-official Bills all of them together will jointly see to it that there is a quorum.

Shri T. B. Vittal Rao: Then the hon. Minister of Parliamentary Affairs will withdraw those words that he has used, namely, "I cannot bring them and keep them in my lap". It is for the second time that he has said so.

Mr. Speaker: He refers to his own Party Members.

Shri Satya Narayan Sinha: I can only appeal.

Mr. Speaker: I told them that the hon. Minister referred to his own Party Members and not to hon. Members belonging to the Opposition.

Shri Satya Narayan Sinha: Shri Vittal Rao is my counterpart on the other side, but perhaps he does not realise that sometimes none of his Party Members are there

Shrimati Parvathi Krishnan: We take it on a percentage basis.

Shri Warior: At least one hon. Member from our Party is always here.

Mr. Speaker: Has she concluded her speech? Did she get up only for the purpose of objecting about quorum?

Shrimati Parvathi Krishnan: No, Sir, I had just started.

Mr. Speaker: Then she may continue.

Shrimati Parvathi Krishnan: According to the provisions of this Bill, if this Bill is passed, the result will be that there will be an increase in the price of coal and we will find that immediately steel, railways and so on will be the major sufferers. What I would like the hon. Minister to tell us, therefore, is this. How far is this increase going to be justified because we have seen how during the past few years many concessions, particularly with regard to price, have been given to the mine-owners? In fact, if one looks into the recent speeches of the Chairmen of the Mining Association and of the Federation at the annual meetings, one will find that there is a mention in a very appreciable manner of how these concessions have been given to them. Therefore while this increase and this concession are being given, we would like to know as to what exactly are the safeguards to make sure that the production of coal goes up and that at the same time the various other measures with regard to safety and conservation are also really adhered to by the mine-owners. This, to my mind, is one of the most important aspects of this Bill.

Secondly, we find that there is going to be a subsidising of coal that will be transported by sea. Is this the only way in which the question of transport of coal can be answered ? It is true that there has been a bottleneck and a scarcity of wagons to move the coal. Therefore it is necessary to find out other methods and routes for transporting coal from one area to another and particularly to down south. But why is it that we have to rush in to subsidise the private sector once again? I would like the Government to consider the wider aspect of taking over coastal shipping and seeing how much Government itself will bear so that it becomes a more integrated policy and integrated financial scheme of the Government itself and how far this could be taken up.

Then, with regard to the question of assistance to be given for stowing, apart from actually supplying the sand by the ropeway, we find that it is a question of the mines being in a state that is far from happy. When we read in the newspapers and also when time and again we find the question of accidents and so on being raised on the floor of the House, the question arises whether it is that no proper check and supervision is there to see as to how far the safety and precautionary measures are being taken by the various private mineowners. Under the regulations, as they exist, and under the practice it is for the Coal Board to see to it whether the stowing operations and so on are there and how far the subsidy that is given by the Government is being put to a proper use. In so doing, it is not only the question of the lives of mine workers, which is, of course, of primary importance, but it is also the question of conservation of coal and of seeing that we nurture the coal resources that exist in our country. We find that during the last so many years with all the assistance that has been given for stowing only about one-tenth of the mines have really taken up stowing. I would like the hon. Minister to clarify the difficulties that are being countered whenever this question is taken up, namely, the question of what measures Government is going to take beyond subsidising and beyond just giving the

monetary assistance that they can give. What further measures are going to be taken to guarantee that this work is undertaken in a proper manner so as to see that these accidents that have been taking place as a result of the absence of this work are rapidly brought down and are finally eliminated altogether? For instance, during last year (1960) there were a number of serious accidents. What usually happens is that only such accidents hit the public eye, or are immediately taken note of, where there is fatality. As far as the coal industry is concerned, it is necessary that we should look to the number of serious accidents which lead to serious injury. In 1960 the number is by no means a small one. The number of serious accidents was nearly 3,000 and the number of seriously injured is nearly 3,000. This is no small figure. When we are discussing a Bill that concerns the conservation and safety, we would like to know from the hon. Minister the steps that are going to be taken to see that these accidents come down. Stowing, as I said, is an important thing. We would also like to know from him what else is being done in this regard.

13 hrs.

Mr. Speaker: How many of these accidents have been due to non-stowing?

Shrimati Parvathi Krishnan: That is what we want the hon. Minister to tell us. This report gives only the whole figures and we would like to know from him, how many of these are due to non-stowing.

Again, Sir, we are told that the entire coal area of Raniganj and Jharia is becoming unsafe. Underground fires there, it is said, are widespread and the villagers are becoming panicky. We would like to know what steps are being taken by the Ministry and the Coal Board to check this, and also to tell us the exact position, so that we may know how far these reports are true and whether this panic is justified or not. There are reports that even cinema houses are being closed down and that whole villages are wondering whether they should move or not. They do not know where to go. It is said that smoke is seen emerging from many areas and the suspicion is that there are underground fires and there are a large number of gassy mines there. What are the steps that the Ministry propose to take not only under the provisions of this measure, but also under the powers they have already to see that adequate measures are taken to prevent any major disaster in that area and the coal production that we have targeted is achieved. They should also see that the mine-oweners do not play with the lives of our mine-workers, with the prosperity of our country, and with the production of coal, without taking into consideration the wider national interests, particularly when they are being given these concessions, when they are being given an increased price and subsidies by Government.

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): Sir, I have formed the impression that the general principles underlying this Bill are acceptable to hon. Members who have participated in the debate and I venture to reply to some of the points that have been raised in the course of the discussion.

Before I touch upon any other matter there are two points which call for a reply. More than one hon. Member has mentioned that the excise duty is being raised to help the private sector and in that connection it was said that the mine-owners in the private sector are sought to be helped; secondly that private shipping companies are proposed to be subsidised. I would like to clarify the position that neither of these two fears is correct.

There is no question of subsidising the coastal shipping companies. As a matter of fact, it is hoped that as a result of the increased traffic and assured traffic, it would be possible—at any rate it should be possible, for the coastal shipping companies to reduce their freight. Already the Minis-

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try of Transport are carrying on discussions with the coastal shipping interests with a view to bringing down their existing tariff rates. So, there is no question of subsidising the coastal shipping by means of this subsidy.

It is a fact that transport by sea is more costly. It is anticipated that even after the efforts of the Ministry of Transport succeed in reducing the sea tariff resulting from movement by sea, still the cost of transport by sea would be higher as compared to cost of transport by rail. This is partly due to the fact that the railway tariff over longer distances happens to be already subsidised in view of the telescopic rates applicable to longer distances. Above a certain distance, the railways charge the same freight for transport of coal irrespective of the distance. That obviously means that the railways are incurring actually more costs in transporting coal over longer distances and are charging the consumer less; so an element of subsidy is already there in a way when transport by rail to longer points is involved. We have undertaken that scheme in order to help the consumer situated at a longer distance. Although there may be a slight conflict between the consumers that are located nearer the points of production and those at longer distances, still I think, that, on the whole, it is a fair decision that the entire burden of transport is not loaded on to the consumer who happens to be situated at a long distance from the point of production. Whereas a public undertaking like the railways can undertake a scheme of that type of enforcing telescopic rates where longer haulages are involved, we cannot expect the private shipping companies to undertake this part-financing of their cost of transport when long haulages by sea are involved. Therefore, in the ultimate analysis the rate of transport by sea works out to be higher than the rate which is actually chargeable when coal is transported by rail.

It must be clearly understood that what the railways charge for these long haulages is not what the railways actually incur by way of cost. It is far from a commercial rate so far as railways are concerned. It will, therefore, not be correct to say that shipping companies as such are being subsidised. We are extending the principle that those who have to be supplied coal in this emergency by sea-route should not pay a rate which is higher than what they would otherwise pay if the transport were by rail. This little additional cost which consumers all over the country should pay is from that angle justified.

While on this, I would like to clarify one other point. The Members who come from States which are a little farther from the centres of production have urged that there should be a unform coal price at all rail-heads whereas the Members who come from areas where coal is produced have voiced their objection to this scheme. I can understand this conflict of interests; and conscious as we are of this conflict of interests, we cannot go whole hog in making the price of coal uniform at all rail-heads. But steps such as, for instance, telescopic rates when movement by rail is involved and the element of subsidy to reduce the cost which would otherwise work out if it is transported by sea, are steps in the same direction.

I am mentioning this, because some hon. Members who on the one hand strongly advocated the scheme of enforcing uniform coal prices at all rail-heads have, in indirect manner, tried to criticise this element of subsidy to meet the additional cost of transport by sea. I feel that that criticism is not valid from those Members who have advocated a uniform price of coal at all rail-heads. It is true that we cannot accept that suggestion in its entirety. Still, when the rigour of

that is sought to be mitigated by introducing an element of concession by reducing the freight when long haulages by rail are involved, or when transport by sea has to be undertaken and the cost works out to be higher, then to bring it at a level with the cost of transport by rail, are steps in the same direction. Therefore, any criticism from those friends who are advocates of a uniform price of coal at all rail-heads, does not appear to be valid.

While on this question of movement of part of coal by sea, I would also like to touch upon another matter which has been mentioned by Shri Braj Raj Singh and also by Ch. Ranbir Singh, that is transport of coal by road. This matter has been engaging the attention of the Government, of the Coal Board, of the industry and also of the various consumers. We must clearly understand that there are certain limits with regard to the capacity of our road system and transport system to carry coal by road. It is not my intention to go into details. The present state of roads, the availability of trucks, the conditions of bridges, the over-crowding that already exists on certain sections of the road are factors with which hon. Members would be quite familiar. In spite of all these difficulties, there is at the moment a sizeable transport of coal by road. It must also be understood in this connection that movement of a commodity like coal over long distances is not feasible by road. The cost will work out so high that it will become prohibitive, and any attempt to subsidise the movement by road over long distances will land us into difficulties which it will not be easy for he coal industry and the coal consumer to bear. At the moment I think as much as roughly about 1½ to 2 million tons of coal is actually being moved by road; and the main centres of movement are the consumers in Bihar, Bengal and maybe, in certain parts of Orissa also. We have tried to help this movement as much as we can within the physical limitations which I mentioned a moment ago. There were certain restrictions before, mainly with a view to ensuring that realisations of excise are not evaded. But we are trying to simplify that procedure so that the colliery owners may purchase their coupons for excise and when they load a truck they could issue the coupon to that person and credit the same amount. Some such simpler thing is sought to be worked out, so that difficulties in the movement of coal by road may be minimised. With all these steps that might be taken, there will always be limitations with regard to the movement of coal by road, particularly over longer distances.

Another fruitful avenue which may be thought of is the movement by rivers. In most of the other countries a good part of coal and iron ore moves by ships, by even country craft and the like, and river transport is being utilised. It is not my intention to go into the details of our transport system. But unfortunately we have inherited a transport system which paid very little attention to the utilisation of transport facilities which the rivers can provide. Surface transport has, by and large, been neglected. Now, we cannot do away with facts of geography. Our canal system, our bridges, etc. have been so designed that they have placed a physical limitation on transport of all these bulk commodities by our river system. Still, in the long range, this is a matter which requires consideration, and already some thought is being given to this aspect. But these are long-range problems.

We are faced with the immediate problem of short supply of coal at points which are situated at longer distances from the main centres of production. To supplement their requirements it is necessary to take some quick decision, and it is for this reason that we decided that the movement by sea should be stepped up. This, as I have already indicated,

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will strengthen our coastal shipping, which is all to the good. It is likely to result in a reduction of the tariff rate of movement by sea which, again, is a step in the right direction. And, thirdly, by raising this excise duty the diffrential between the cost of transport of coal by sea and the cost of transport of coal by rail will be minimised to a fairly large extent and, therefore, the consumer at these distant points will not be hit. From whatever angle we may examine it, this was the most practical approach and we have, therefore, undertaken this measure.

The second count on which the additional subsidy is sought to be utilised is to finance the central ropeway scheme. Hon. Members from various parties have generally welcomed the stowing activities. That is as it should be. Both for safety in mines as well as for conservation purposes stowing is necessary. The question as to whether it should be subsidised and continue to be subsidised according to the existing system, or whether the central ropeway scheme should be adopted is a point about which there appeared to be some confusion in the minds of certain hon. Members. At the moment there are stowing subsidy schemes which have had the general approval of the House. Because of difficult mining conditions in certain areas it was found necessary, both from the angle of conservation as well as from the angle of safety, to encourage stowing. That meant additional expenditure. In a controlled commodity, when additional expenture is involved, there should be willingness to face that in a practical manner, and we should not be carried away by sentimental ideas. If it were not a case of mineral development, then we could apply approximations, but we have to realise that mining conditions in various mines are not the mine. There may be an open cast mine, there may be a deep mine, there may be a gassy mine, or there may be a mine in which a large quantity of water may be gushing from underground strata, and so on. If we want to have some sort of a pattern of a controlled price, which appears to be the consensus of opinion in the House, then, either we take into consideration the difficult mining conditions and push up the prices of that coal also which is mined from easier areas, which may not be in the overall interest or adopt other methods; if we do the former, then the coal price has to be fixed at a level which approximates the difficult conditions in the various areas; then, certain cases would be left where the mining conditions are difficult, and these are there not on account of the creation of industry, either private or public, but on account of the freaks of nature; there can be more gas, or there can be more water, or the depth can be very much greater, or the seam may be very thin and so on. So, if we do not take into consideration these differentials, then, we should be prepared to face a situation where people will not be interested in producing coal from those areas where the cost of production comes out to be higher than the controlled price. So, other methods have to be adopted. I think the stowing subsidy is a step in the right direction.

Stowing is necessary both for the human aspect of safety as also from the angle of mineral conservation. Instead of giving a higher price for that coal, it is better that this additional expenditure is shared by others. That again is an approximation to the idea of uniform prices. So, that should be a welcome thing to those quarters which are advocates of a uniform price at all rail-heads.

If we recognise this as our basic approach, then it does not take long for us to come to the conclusion that a central ropeways scheme is more welcome than monetary help by way of subsidy. The great advantage is that sand will be conveyed over longer

leads; therefore, physically, it can be available; secondly, the administration of the subsidy may lead to some of the defects which were pointed out by some hon. Members, namely that people may make exaggerated claims, there may be malpractices and the like, but the possibility of such malpractices is very much reduced if there is a central ropeways scheme, so that we supply the thing physically rather than give monetary assistance.

So, if we recognise that stowing is a good thing, then stowing by means of a central ropeways scheme appears to be a much better proposition, as compared to administration of a monetary scheme. From whatever angle we may examine it, the scheme appears to be a reasonable one and it should be supported.

I think a fear was expressed by Shri T. B. Vittal Rao that most of the money would be consumed in this ropeways scheme or for stowing subsidy, and very little money would be left to subsidise the higher freight for haulage of coal by sea. That has been carefully looked into, and the quantum of excise duty will be so modulated that the quantum of subsidy on movement by sea will not be eaten into for the ropeways scheme. It is for that reason that an allocation of Rs. 3 crores has been indicated. But this point will be constantly kept in view, and it will be our earnest endeavour to ensure that both these things which are complementary to each other are not worked in any manner in which the one will hit the other or eat into the other.

I am grateful to the hon. Members belonging to all the parties, who have all welcomed the amendment relating to the protection of railway property.

I do not think that any other points remain. So, I commend my motion for the acceptance of the House.

Shri Braj Raj Singh: May I seek a clarification? In regard to the movement of coal by road, could not some provision be made by which, up to a specified distance from the coal mining area, say, 200 miles or so, only movement by road would be permitted, and movement by rail would not be permitted? In this way, we could move more coal to these areas by road.

Sardar Swaran Singh: I am afraid that a general restriction of that type will not work. Let us be quite clear about one thing. Most of the big consuming centres like the steel plant at Durgapur, the steel plant of Indian Iron at Burnpur, the steel plant of Tatas, the Rourkela plant—Bhilai, of course, is at a distance of more than 200 miles—would be within 200 miles of the coal mines, and they are so organised that they will not be able to handle the trucks at all; their tipplers and their bunkers are of such a type that movement by road is not possible. I can understand the suggestion for moving some quantities of coal by road for the general consumers like the industries and the like. I have already indicated that we encourage that, and the railways have put a minimum rate for movement by rail. That in itself is an indirect inhibition. We can examine this, but to apply a type of blanket restriction is not practical.

Shri Braj Raj Singh: The only point is that more coal should be moved by road, so that there might not be any crisis in the future in regard to the movement of coal.

Sardar Swaran Singh: Generally, I have no quarrel with that proposition. That is a suggestion for action which will receive our very careful consideration.

Shri Tyagi: May I seek one information? May I know whether this levy of Rs. 4 per ton is going to be levied immediately, and if not, to what extent it is going to be levied now? The shortage of coal, etc. is more on account of the shortage of wagons. The hon. Minister has not expressed any views as to whether the Railway Ministry is doing something to add to the number of wagons required. If they are not adding to the number of wagons, will that not lead to a general rise in the price of coal all over the country?

Sardar Swaran Singh: As I have indicated, there are two aspects of this additional subsidy. One is for the ropeways scheme. That is independent of movement by sea. But, still, there is a part in this additional levy which is intended to be utilised for meeting the differential between the cost of transport by sea and the cost of transport by rail. The railways are doing their best to step up the manufacture of wagons and are improving their transport capacity, but I think that for some time to come movement by sea will have to be undertaken, but I would like to repeat that the railways are trying to do their best. There are particular bottle-necks; most of this trouble has been created on account of limited capacity for movement above Mughalsarai. We have discussed that so often that I do not want to repeat it. The increase in the number of wagons will not solve that, unless other measures like additional track, etc. are there; the railways have undertaken that also, and they hope that they will be able to step up very substantially the movement even above Mughalsarai. They hope that even in July, they will be able to have 200 more wagons a day.

Shri Braj Raj Singh: That is not a very substantial increase.

Sardar Swaran Singh: When the total is 1,900 today, 200 is certainly a substantial increase as compared with 1,900. After some time, they will be able to move even more.

Shri Tyagi: Would the hon. Minister undertake to reduce the levy as soon as the ropeways are ready, and as soon as there are enough wagons, and conveyance by ship is not required? Will that levy be given back to the consumers?

Sardar Swaran Singh: That is why the power that is sought to be taken is elastic, and that incidentally answers the objection which Shri Braj Raj Singh had. This is not a revenue-earning measure. I want to clarify that point. This is a sort of equalisation in one form or the other.

Shri Tyagi: Our experience is that once any levy is enforced, it is never withdrawn. After all this work is done, after quite a large number of wagons become available and shipping is not needed and after the ropeways are also ready, will the hon. Minister reduce it to the present level?

Sardar Swaran Singh: We will try to reduce it, and if we do not, we will ask for specific approval of the House that now it is a revenue measure and not an equalisation measure.

Shri Braj Raj Singh: I prophesy that they will not reduce it for ten years.

Dr. M. S. Aney (Nagpur): More than 12 years ago, I was working on the Standing Finance Committee for Railways. I have read that in European countries transport by water has been found cheaper than transport by rail. From that point of view, how is it that in India we are not thinking in terms of developing water-ways rather than thinking of subsidy and persisting in dependence on railways only? Is there no possibility of developing water-ways in such a way as to make them a cheaper means of transport than the railways?

Sardar Swaran Singh: I have every sympathy with that view. In fact, I said something to that effect in the course of my remarks. But history and geography cannot be rewritten so soon. As I said, we have inherited a transport system which was essentially based on railways. Historically, our railway system originated as private companies. We were under foreign domination. I think the other means of transport were suppressed as compared to the

railways. That is an unhappy memory, but there is no harm in stating it.

Dr. Melkote: A betterment levy is being imposed on land revenue for the provision of facilities of water. Here ropeways are being created. Sand is taken for stowing and the mine-owners reap all this benefit by raising coal, for which they do not spend any money. I do not understand why this amount of money should not be raised from the mine-owners themselves. Will the Minister please reply to this?

Sardar Swaran Singh: Then you will have to raise the price of coal because it is a controlled commodity and the elements that go into the cost structure are carefully examined.

Mr. Speaker: The question is.

"That the Bill to amend the Coal Mines (Conservation and Safety) Act, 1952, be taken into consideration".

The motion was adopted.

Mr. Speaker: The question is:

"That clause 2 stand part of the Bill".

The motion was adopted.

Clause 2 was added to the Bill.

Clause 3—(Amendment of Section 6)

Shri T. B. Vittal Rao: I beg to move:

Page 1, line 14, *for* "four" *substitute* "two".

By my amendment, I am seeking to reduce the amount of excise duty from Rs. 4 to Rs. 2 per ton. I do not think they require such a huge amount in the initial stages. Whenever they do require it, the Minister can come to this House and ask for an increase in the excise duty.

When I was speaking during the consideration stage, I said that the whole Act, as it stood, required revision by means of a comprehensive Bill brought forward. Anyway, I feel that Rs. 2 per ton is sufficient to cover the expenditure this year. With the Coal Board, there are already This was at the tune of Rs. 2.76 crores. This was at the beginning of April 1960. I do not know how much it is now. But it is not going to be less.

With regard to the other aspect of the subsidy, I want that out of these Rs. 2, Re. 1 should be definitely kept apart for subsidising movement of coal to the remote regions. When I asked a question regarding the operating ratio on the Southern Railway and wanted to know why it was high, the Minister replied that they paid Rs. 65 per ton on coal as against the average of Rs. 40 per ton. The transport of coal by the rail-cum-sea route is a factor in the increased cost. The factories in the south or the west coast have to pay an addition of Rs. 26 per ton by way of freight. Then again there is this cess which will be added and which they will have to pay. Therefore, the amount of subsidy that is going to be given should be clearly mentioned.

As I said, we have got Rs. 2:76 crores at the disposal of the Coal Board, *plus* Re. 1 per ton excise which is already there which should be utilised for stowing purposes. The other Re. 1 out of the excise of Rs. 2 which I have proposed should be set apart for subsidisng coal transported to the south and the western coast. Oherwise, the cost will be enormous. These are the figures which have been given by the Minister.

Therefore, I would strongly urge upon the Minister to see that this excise duty is reduced. If he wants more money, let him come forward with a comprehensive Bill so that we can exercise proper check and countercheck wherever we give subsidy to the mine-owners.

There is another point. I am told that a new discovery has been made

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in Poland regarding the transport of coal. They pulverise it, mix it with water and send it through pipelines. This is a new process. I am told the economics of it have been worked out and these go to prove that haulage through pipeline is less than by railway or by sea. That is their experience. Only recently I read about it in some magazine. Let the Coal Board also try to find out what this process is. There are so many delegations being sent abroad. They may go into this question also.

My suggestion regarding subsidy should be taken into serious consideration because the Minister has ruled out once and for all the suggestion that there should be uniform coal prices.

Mr. Speaker: The amendment moved is before the House.

श्री ब्रजराज सिंह : अध्यक्ष महोदय, कल मंत्री महोदय ने जो कुछ कहा उस से ऐसा प्रतीत होता था कि किसी भी सूरत में वे डेढ़ रुपया प्रति टन से अधिक एक्साइज ड्यूटी बढ़ाने वाले नहीं हैं, किन्तु आज जो आंकड़े उन्होंने पेश किये उन में कहा गया है कि वे ७ करोड़ रु० लेना चाहते हैं एक्साइज से। इस के बाद उन्होंने कहा कि १ रु० २० नये पैसे से ले कर १ रु० ५० नये पैसे के बीच में वे एक्साइज ड्यूटी बढ़ायेंगे । अगर इस को हिसाब में ले लिया जाय और जो आज लगी हुई है उस को भी लिया जाय तो किसी भी सूरत में एक्साइज ढाई रुपये से ज्यादा नहीं पड़ती है । मैं नहीं समझता कि जब हिसाब से ढाई रुपया ही आता है तो उसें चार रुपये तक बढ़ाने की क्या जरूरत है । वे एक साल का हिसाब लगा रहे हैं । वे चार रुपये की व्यवस्था अभी कर लेंगे और उस के बाद सदन के सामने न आयेंगे । यह जो नोटिफिकेशन जारी होने वाला है १ रु० २० नये पैसे या १ रु० ५९ नये पैसे तक बढ़ाने का, उस के बाद सदन के सामने उन का आना उचित नहीं होगा ।

हमारे मंत्री जी कहते हैं कि यह कोई पैसे लेने वाला मेजर नहीं है, कोई ऐसा कानन नहीं है जो कि बजट प्रस्तावों के अन्तर्गत आता हो । तो फिर उतनी ही व्यवस्था करनी चाहिये जितनी आवश्यकता हो । मैं समझता हूं कि माननीय मंत्री जी ने जो चार रुपये की एक्साइज रखी है उस की इस वक्त आवश्यकता नहीं है । इस लिये यदि चार रुपये के बजाये दो रुपये को ही वे मान लें तो अच्छा है । लेकिन अगर वे दो रुपये न भी कर सकें तो भी ७ करोड़ रुपये जो वे इकट्ठा कर रहे हैं वह ढाई रुपये से आ जाता है ज्यादा की कोई आवश्यकता है ही नहीं । मैं समझता हूं कि वे चार रुपये के बजाय ढाई रुपये मान लेंगे । यह एक ऐसा सुझाव है जिसे न मानने का, मैं समझता हूं, मंत्री जी के पास कोई कारण नहीं हो सकता ।

Sardar Swaran Singh: There is a distinction between the quantum of levy that is sought to be imposed and the celling that is sought to be raised. I have already indicated that the intention is not to untilise this measure for raising revenue. The specific purposes have also been indicated by me; and I would like to repeat them. They are:—

(1) to try to subsidise the movement by sea; and

(2) an effort to finance the ropeway scheme.

I do not want to elaborate these points. Therefore, there should be no apprehension in the mind of the hon. Member that Government will utilise this for raising revenue.

I have every sympathy with the view that was put forward both by Shri Braj Raj Singh and by Shri Vittal Rao that there should be some quantum of subsidy. It is precisely for that purpose we do this. But it may not be wise to earmark any specific part of it to subsidise the move by sea.

As regards the general question that he has raised that there should be a quantum of subsidy when haulages over longer distances are involved, I would like to re-state what I mentioned a moment ago that already we are attempting to subsidise the movement of coal over longer distances. That is there in the freight structure of the Rail movement of coal itself. We do not want to hit any person who happens to be using coal which is moved by sea. So, it is a very simple measure. Whereas in the case of Railways, being the public exchequer, we could bear that burden and the Railways could be asked to give that concealed subsidy, we cannot do that in the case of the shipping companies. Therefore, this is the specific purpose for which this additional excise will be raised.

As regards the general question which Shri Vittal Rao raised namely that there should be a general amendment of the Act and that we should have a second look at the Act, I can assure him that this matter is engaging our attention. There are two ways. One is to wait for a general overhaul and keep this as part of that. But this was a specific measure and I wanted the sanction of the House—and the reactions of the House—with regard to this specific measure. This does not mean that by voting this you will be depriving yourselves of the opportunity of having a look at the legislative measure as a whole. We are examining the provisions and it may be necessary to undertake comprehensive legislation. But, this being a specific purpose and a sort of a taxation, it was necessary for me to come before the House and to ask for this relaxation.

There is no risk in giving this ceiling. But, with this assurance that the actual quantum will be changed from time to time in such a manner that it is utilised for this specific purpose—unless I come to the House and say that it is for another purpose—with this assurance, I hope the House would agree to the ceiling as provided in this measure.

Shri Tyagi: Will the hon. Minister see to it that there is no speculative rise in the general price of coal to consumers on account of this?

Sardar Swaran Singh: Actually, it is the other way round because the movement of coal will increase; and at the points where there is shortage, on account of this element of subsidy, the price will remain low.

Shri Tyagi: The experience of the country has been that whenever there has been a tax levy, whether logically the prices are to be raised or not, the psychology is to start raising the prices saying that because of the levy the prices have gone up. That is what the speculators do. You must have some power to control speculative rise in prices.

Sardar Swaran Singh: Luckily, this being a controlled commodity, that type of speculation is not likely to be there. Secondly, it is a commodity which has to be moved before it is utilised. So, these are the two powerful instruments of control, and I do not anticipate any speculative tendencies in this.

Mr. Speaker: Now, I will put the amendment to the House.

The Question is:

Page 1, line 14,—

for "four" *substitute* "two". (1).

The motion was negatived.

Mr. Speaker: Now, I will put all the clauses together, clauses 3, 4, 5 and 1.

The question is:

"That Clause 3 to 5, Clause 1, the Enacting Formula and the Long Title stand part of the Bill."

The motion was adopted.

Clauses 3 to 5, Clause 1, the Enacting Formula and the Long Title were added to the Bill.

Sardar Swaran Singh: Sir, I beg to move:

"That the Bill be passed."

Mr. Speaker: Motion moved:

"That the Bill be passed."

Shri T. B. Vittal Rao: What I want to impress upon the Minister is this. The Coal Board is constituting so many committees like the Technical Committee, the Advisory Committee, the Stowing Committee and various other Committees. In these committees, generally, the representatives of the workers are not at all included. We are coming to a stage where there should be full participation of labour in management at all stages. So, I would request the Minister to see that the representatives of labour are included in these committees which are constituted, because those who are actively connected with production will be able to give some advice which will be useful. If they want technical men, the workers' representatives will send technical men.

13.47 hrs.

[SHRI JAGANATHA RAO *in the Chair*]

Our thinking has changed so much that what was not thought of a few years ago is going to be done now. A few years ago we were urging about Worker Inspectors as in the United Kingdom. Everybody used to think that these workers' representatives were not technically qualified and so how could there be Worker Inspectors. Government is now suggesting that there will be Worker Inspectors and the Mines Act is going to be amended. For the success of the Stowing and various other committees of the Coal Board, there should be full association of labour.

Now, we have armed the Minister with a piece of legislation which is going to give him a fund of Rs. 20 crores or a little more because our production is going up. We have set for ourselves a target of 97 million tons during the Third Plan. Many of us still feel that that target is not sufficient. Whatever it is, the Planners and the Government have put it down at 97 million tons. I want that steps should be taken to achieve this target in physical production, not as the Minister says in this House, 'We have achieved the rated capacity.' That is not the way we should talk of achieving our targets. For example, in the NCDC whenever we ask for the achievement of physical targets, we are told that we have achieved the rate of production. Let the hon. Minister see that the 97 million tons which has been set as the target for the Third Plan is really achieved. Not only that, he should also see that this target is surpassed.

With these words I support the Bill.

श्री ब्रजराज सिंह : मैं केवल दो आश्वासन चाहूंगा माननीय मंत्री महोदय से । एक तो यह कि जब वह एक्साइज की दर १ रुपया २० नये पैसे या १ रुपया ५० नये पैसे से अधिक बढ़ायेंगे, जैसा कि उन्होंने कहा था, तो वे इस सदन के सम्मुख सदन की प्रतिक्रिया जानने के लिए आवेंगे, और इस साल इससे ज्यादा दर नहीं बढ़ायी जायेगी, और दूसरे यह कि जो कोयला क्षेत्र के २०० मील के भीतर के स्थान हैं उन स्थानों पर जहां भी संभव हो सके, सरकारी कारखानों को छोड़ कर जहां कि यह सम्भव नहीं है, कोयले का यातायात सड़क से किया जायेगा और अभी अगर सड़क द्वारा १५ या २० लाख टन कोयला ढोया जाता है तो उसे बढ़ा कर ४०-५० लाख टन करने का प्रयत्न किया जायेगा ।

Sardar Swaran Singh: The suggestion that the viewpoint of the workers should be ascertained is a welcome one. It is not quite clear to me as to how we should do that. But that is a good suggestion and it will be my endeavour to devise some method under which it may be possible to derive benefit from the experience of the workers. I have every hope that the leaders connected with the various unions would co-operate with us. The object is non-controversial: what is the best way of stepping up production? That type of spirit would be brought about in the discharge of this heavy

responsibility. There are a large number of committees of various types and I am not quite clear as to whether any fruitful purpose would be served by associating the workers' representatives in all of them. I agree in principle that there should be some method of ascertaining the viewpoint of the worker. Some method can be easily thought of by inviting them or by having discussions so that their viewpoint may be known. The endeavour is a common one.

There was this question about the realisation of the targets. We are at the commencement of the Third Plan. With all the shortfalls, we should have a little greater confidence. It is true that physically we have not been able to produce throughout the twelve months a rate of production which would give about 60 million tons. But there is the fact that during the last quarter, every month, we have been producing a quantity of coal which, if multiplied by 12, would give you that rate which is much more than the capacity. That is to say, the physical production of coal was that much in the last three months. Therefore, we should have greater confidence that we can go up to that level of production. It is no doubt correct that our tasks in the Third Plan are much larger if we are to go up to 97 million tons. That means that in a period of ten years, we are planning to step it up three times. When we imagine the level of production at the commencement of the Second Plan and when we take into account that the level at that time was achieved after a period which extended to over a century, we will know the magnitude of the task. We are now attempting, in ten years, to step up the production by three times of what it was at the commencement of the Second Plan. It is a very huge task. But I think the steps that we have taken, organisational, training and the like, should create confidence in this House that given the requisite support the NCDC as also the private industry are well set to achieve this target which we hope to finalise, so far as the Third Plan is concerned.

There was reference to the movement of coal by road. I have already said that we will try to see that as much coal as can possibly be moved by road is moved by road. With regard to the other points, I may say this. Certainly whenever there is an increase in the excise duty, the notification will be placed on the Table of the House and the hon. Members who want to raise a discussion would be most welcome.

Shri Braj Raj Singh: Within a year you will not raise it beyond Rs. 1.50 nP.

Sardar Swaran Singh: I can say that. During the next year our intention is that; it may actually turn out to be less than that sum of Rs. 1.50. This is the maximum that is contemplated for the next year.

Mr. Chairman: The question is.

"That the Bill be passed."

The motion was adopted.

13.55 hrs.

DELHI SHOPS AND ESTABLISHMENTS (AMENDMENT) BILL

Mr. Chairman: We will take up the next item.

Shri Braj Raj Singh (Firozabad): How much time?

Mr. Chairman: Three hours.

The Deputy Minister of Labour (Shri Abid Ali): It may not take more than thirty minutes.

Shri T. B. Vittal Rao (Khammam): But Shri Banerjee is there.

Shri Abid Ali: He is welcome to speak.

Sir, I beg to move:

"That the Bill further to amend the Delhi Shops and Establishments Act, 1954, as passed by

[Shri Abid Ali]

Rajya Sabha, be taken into consideration."

The purpose of the Bill has been fully explained in the Statement of Objects and Reasons. Since the present law fixes the opening and closing hours of shops and establishments in Delhi rather rigidly, it has been causing inconvenience and representations have been received for making a change in the existing position. It is being provided in the Bill that the opening and closing hours of shops and commercial establishments will be fixed by Government after holding a proper enquiry. This new provision will make it possible to have different hours for different types of establishments or different areas or for different times of the year, if necessary. This will introduce an element of flexibility to suit local conditions and make it unnecessary to bring up amending legislation every time there is need for changing these hours. Opportunity has also been taken to make certain amendments of a clarificatory or consequential nature. I hope that the hon. Members will appreciate the advantages of the proposals contained in the Bill and approve of them.

Mr. Chairman: Motion moved:

"That the Bill further to amend the Delhi Shops and Establishments Act, 1954, as passed by Rajya Sabha, be taken into consideration."

श्री स० मो० बनर्जी (कानपुर) : सभापति महोदय, दुकानों और कमर्शियल इस्टैब्लिशमेंट्स में जो कर्मचारी काम करते हैं उनके काम के घण्टे निर्धारित नहीं हैं । आखिर उनके वास्ते भी कोई तशल्लीबख्श कानून ऐसा पास किया जाय जिससे कि उनको कोई राहत मिले ।

सभापति महोदय, यह बिल या इसके पीछे जिस तरीके से लोग सोचने की कोशिश करते हैं यह कर्मचारियों की समस्या केवल दिल्ली की ही नहीं है । आखिर यहां बाजार कर्मचारी तकरीबन ७ लाख हैं । उनकी तरफ से भी बहुत से मेमोरेंडम और अपीलें पार्लियामेंट के मेम्बरों को और मैं आशा करता हूं कि मन्त्री महोदय को भी दी गई हैं ।

सवाल यह था कि उनके काम के घंटे किस तरीके से नियत किये जायं ? मन्त्री महोदय ने जो बिल के स्टेटमेंट ऑफ ऑब्जैक्ट्स एण्ड रीजन्स पढ़े उसमें उसमें कोई ऐसी चीज नहीं लिखी गई है । बिल में भी कहीं पर उनके काम के घंटे निर्धारित नहीं किये गये हैं । बिल में पुराने सैक्शन १५ की जगह एक नया सैक्शन रक्खा जा रहा है जिसके कि मुताबिक चीफ कमिश्नर को यह पावर दी जा रही है कि वह इन्क्वायरी करने के बाद उनके काम के घंटे निर्धारित करेंगे । फर्ज कीजिये कि दिल्ली के किसी एरिया में करौलबाग, जनपथ या कुछ दूसरी जगहों के दुकानदार काफी शक्तिशाली हैं और उनका असर भी है और हो सकता है कि उनके द्वारा कमिश्नर पर कुछ असर डाला जाय । मैं यह नहीं कहता कि कमिश्नर साहब असर में आ ही जायेंगे लेकिन उन दुकानदारों की कोशिश तो यह जरूर होगी कि वह काम के घंटे इस तरीके से निर्धारित करें जिससे दुकानदारों को तो सहूलियत हो और वहां पर जो कर्मचारी काम करते हैं उनको सहूलियत न मिल पाये । इसलिये मैं समझता हूं कि इस बिल को लाने का जो असली मतलब था वह शायद हासिल नहीं हुआ है ।

बिल में कहा गया है कि कमिश्नर इनक्वायरी करेगा । अब इनक्वायरी उसके सामने क्या होगी ? कर्मचारी जाकर कहेंगे कि हमारे काम के घंटे जाड़े के दिनों में १० बजे से लेकर शाम के ७ बजे तक हों और गरमियों के दिन में ८ बजे सुबह से रात के ८ बजे तक हों, १२ घंटे या ११ घंटे हों । अब कमिश्नर

साहब किस चीज की इनक्वायरी करेंगे ? क्या वे इस चीज की इनक्वायरी करेंगे कि ८ बजे के बाद कोई कस्टमर आता है कि नहीं ? मेरी तो समझ में नहीं आता कि किस चीज की इनक्वायरी करेंगे ? अलबत्ता यह तो हो सकता है कि सरकार अपनी तरफ से कर्मचारियों के लिये काम के घंटे नियत कर दें और यह प्रोवाइड कर दे कि ८ घटे या ९ घंटे के बाद भी जो कर्मचारी काम करें तो उनको ओवर टाइम मिले, अतिरिक्त पैसा मिले । अब एक छोटा दुकानदार है और वह एक से ज्यादा कर्मचारी अपनी दुकान पर नहीं रख सकता है तो मैं इस चीज को मानता हूं कि उस दुकानदार के लिये शायद यह मुमकिन न हो कि अपने कर्मचारी को सुबह ९ बजे से ५–६ बजे तक काम लेने के बाद छुट्टी दे दे क्योंकि उस हालत में दुकान में कौन काम करेगा । इसके लिये मैंने बतलाया कि सरकार द्वारा नियत घंटों से जो भी कर्मचारी अधिक काम करे उन्हें ज्यादा पैसा दिया जाय ।

14.00 hours.

जहां पर एक से अधिक कर्मचारी काम करते हों वहां काम के घंटों को स्टैगर किया जा सकता है । ९ बजे आने वाले कर्मचारी को ५ या ६ बजे छुट्टी दी जा सकती है और दूसरा कर्मचारी १ बजे दिन में सकता है और वह रात के ९ बजे तक काम कर सकता है और इस तरह से काम के घंटों को स्टैगर करके दुकानदार का काम भी चल जायगा और साथ ही कस्टमर्स को भी कोई असुविधा नहीं होगी । मेरे खयाल में इन चीजों की तरफ कम ध्यान दिया गया है । मुझे खुशी है कि सरकार को कम से कम इस बात का एहसास हुआ कि जो सात लाख कर्मचारी दिल्ली में हैं और लाखों कर्मचारी हिन्दुस्तान के दूसरे शहरों में हैं भले ही वे कानपुर में हों, बम्बई में हों, मद्रास में हों या दूसरी जगहों पर हों, उनके लिये भी कुछ होना चाहिये । एक मेमोरैंडम नई दिल्ली ट्रेड एम्पलायीज एसोसियेशन की तरफ से आया है और उसकी एक कापी मेरे पास है और इसमें उन्होंने यह कहा है कि यह घंटों का ही सवाल नहीं है या इतना सवाल ही नहीं है कि कमिश्नर साहब के सुपुर्द इस मामले को कर दिया जाए और वह इनक्वायरी करने के बाद काम के घंटे निर्धारित कर दें बल्कि श्रम मन्त्री जी को यह भी देखना है कि वहां पर जो लोग काम करते हैं, उनकी हालत क्या है । सवाल उठ सकता है कि उनकी हालत को सुधारने के लिये पैसे की जरूरत है और दूकानदारों के पास पैसा नहीं है । मैं मानता हूं कि जो छोटे दूकानदार हैं या जो पुरुषार्थी भाई है जिन्होंने अपने बूते पर, अपनी ईमानदारी का सहारा लेकर, अपने बाल बच्चों को काम में लगा कर किसी तरह से अपने आपको दिल्ली शहर में या दूसरे शहरों में आबाद कर लिया है, फिर से बसाने की कोशिश की है और उसमें वे कामयाब भी हुए हैं, उनके पास पैसा नहीं है, लेकिन जो बड़े बड़े दूकानदार हैं, क्या दीवाली में उनके पास भी पैसा नहीं है, क्या वाकई में वे भी इस स्थिति में नहीं हैं कि इनकी हालत को सुधार सकें ? इन लोगों ने अपनी डिमाण्ड में कहा है कि टर्म आफ एम्प्लायमेंट क्या होगा, इस पर भी विचार होना चाहिये । आज किसी भी दूकान में आप चले जाइये, आपको मालूम नहीं होगा कि वे जहां पर काम करते हैं, उनकी जो आज नौकरी है, वह कल रहेगी भी या नहीं । उसके बाद वे फिर कंसिलिएशन बोर्ड के पास जायें, मुकदमा करें, हजारों रुपया खर्च करें और मुकदमे में अगर जीत जायें तो जो मालिक लोग हैं, वे हाईकोर्ट और सुप्रीम कोर्ट में चले जायें.....

Shri Abid Ali: I may clarify the position, if the hon. Member would like me to do it. The working hours are fixed. There is an Act existing in Delhi.

Shri S. M. Banerjee: It is not uniform.

Shri Abid Ali: We are not extendtending the working hours. Within the working hours fixed in the Act, there is elasticity for different areas and different seasons.

Shri S. M. Banerjee: I am coming to that. Actually, I have got these appeals which I received from the New Delhi Trade Employees' Association, and also from another association to which I shall refer later. This appeal speaks of non-observance of regular working hours, as are already prescribed under the Delhi Shops and Establishments Act, 1954.

Shri Abid Ali: We will have to see that these hours are observed.

Shri S. M. Banerjee: My submission is this. In the present Act which was passed in 1954 certain hours were fixed, but the complaint of the employees is that these hours are not observed. My contention is only this: it is not a question of non-observance alone. Before bringing in this legislation the Government should have thought of bringing in a a comprehensive legislation governing the service conditions of those who are working in Delhi and New Delhi shops and establishments whose total number is more than seven lakhs. That would have been an ideal, model Bill for the other State Governments to follow and observe. There is no question of these things being applied to those working in the Union territory of Delhi only. Of course, Delhi has the fortunate position of being under the Central Government and having this Parliament here who are all responsible for the welfare of the people of Delhi. Or, I do not know whether the Delhi people are really fortunate in this respect; they may feel that they are unfortunate in not having any legislation of their own. It may also be that way. But my only point is this. A comprehensive legislation should have been brought in, wherein the terms of employment of these employees, the question of leave and holiday, the question of retirement benefits and other things could have been considered and provided for. This particular legislation gives a free hand to the Commissioner of Delhi to make necessary enquiries and fix the working hours, within the 1954 Act and within the prescribed working hours.

Now, what will happen? The shopkeepers in Delhi are influential; there are big shopkeepers who are very influential. If they are able to influence the Commissioner, what will be the position of the employees *vis-a-vis* the shop-keepers? Supposing I am working in a big shop in Connaught Place. Of course, it is very easy for those like me, or say, the Members of Parliament, to enter a big shop in Connaught Place because we are generally clothed nicelly. I think twice whether a shopkeeper would attend to me or not before I leave for a shop. There are shops in Delhi which follow such practices. On the other hand, take a poor employee getting Rs. 50 or Rs. 60 a month. When he goes to the Commissioner and complains, first, he has to sit outside and wait for the Commissioner. Sometimes, when they make a request to the Commissioner to grant an interview, the Commissioner says: "Please see me afterwards" and so on. But the big shopkeeper comes in a nice car, and he sits in a cosy room and the Commissioner talks to him. So, what is the protection offered to the employee? I want a clarification from the hon. Minister as to what will be the method of enquiry of the Commissioner, and how both the parties will be heard. As it is, I am sorry to say that this enquiry will have no meaning, and it will be no more than—I am sorry to use the expression—whitewashing.

There was another resolution which was passed by the Delhi Pradesh Traders Committee. They have also issued an appeal to various Members of Parliament including the hon. Deputy Minister. It is dated 20th February, 1961 and they passed a resolution on 21st March, 1959. It reads as follows:

"We the representatives of the various Trade Associations of

Delhi are of the opinion that the time has come when a change in the opening and closing hours in respect of shops and establishments be made. At present the opening and closing hours in summer are from 7 A.M. to 10 P.M. and in winter 8 A.M. to 9 P.M. That is, the shopkeepers are to work for 15 hours a day in summer and 13 hours in winter. In addition to this they are to spend about 2 hours in coming and going. These long hours are too taxing and detrimental not only to the health of businessmen but to the health and happiness of their family members as well. Lakhs of these people are left with practically no time for rest nor any time for participating in city's social life.

To give relief to traders and the shop assistants the opening and closing hours should be reduced to 11 hours in sumber and 10 hours in winter and be fixed as 9 A.M. to 8 P.M. in summer and 10 A.M. to 8 P.M. in winter. A change in the Delhi Shops and Establishments Act, Section 15, be made accordingly."

This is from the Delhi Pradesh Traders Committee. They also say further as follows:

"The Committee also met all the five Members of Lok Sabha from Delhi, convinced them of the reasonableness of the demand of the traders and they signed our memorandum in support of the demand."

I am really surprised to see that all these five Members who signed this memorandum are missing from this House today, when this Bill is being discussed.

Shri Abid Ali: They have met us and discussed with us, very much in detail, all that the traders have represented.

Shri S. M. Banerjee: I am not holding any brief for anybody. But they are all answerable to the electorate. They are not here now; I tell you it is bad. It may or may not go to the press. They have signed the memorandum of the traders who wanted certain hours to be fixed. Today, they are not here to support their own memorandum.

My submission is that the question of dearness allowance, the question of provident fund, the question of old age pensions, etc., have to be considered.

There is also another problem facing the shop assistants and that is regarding the lunch hour. Supposing, I am residing in Chandni Chowk or Kamla Nagar. Kamla Nagar is actually seven miles from any New Delhi shop in Janpath. I come to the shop at 7 o'clock and open it. Then, if the Commissioner so desires that the shop should be closed for four hours during summer, I close the shop at 12 o'clock, and then I will again open it at 4 o'clock. Within this period of four hours, where should I go and take rest? I cannot obviously go back to Kamla Nagar which means travelling again for seven miles, and it is not possible to do so for two reasons. One is, I have no money to travel daily like this; secondly, it is impossible for anyone during the months of May and June in Delhi to travel like this in a bus which has no regular service during these hours as such—to go to Kamla Nagar at noon and again come back before 4 o'clock. So, I suggest that the lunch hour should be one hour and the period of working hours should be so spread that I am actually not allowed to work for more than 10 hours a day. The ideal should be eight hours. I know that it is not possible for them to do it immediately because there is no capacity to do so. So, the working hours should be fixed at ten hours and the lunch hour should not be more than one hour in any case. If the shopkeepers can provide shelter for the employees, food for them and other amenities, it may be

[Shri S. M. Banerjee]

possible for them to fix a greater number of working hours. But it is impossible for the employees to travel as they do now.

Certain people who come from Gaziabad to work in Delhi shops met me and they told me a sad story about their daily journey. They say, "During winter months, we have to open the shops at 7.30 or 7 and we start working immediately. We take our meals at 5 o'clock in the morning; we start from Gaziabad, take the first train and come here. When we return to Gaziabad or Gurgaon, it is actually dark. The history of the daily passengers is well-known. In Calcutta, there is a story prevalent. Somebody asked a daily passenger, "What about your son? He must have grown up". He said, "Yes; he has grown this much" and spread his hands. He sees his son in a sleeping condition at 5 in the morning and when he goes home at 8 in the night, his son is asleep. So, he can measure his son like this only in the sleeping condition. This is the story of the daily passengers. (*Interruption*). I was also employed in a factory and I know what the duty hours mean to an employee.

This particular Bill should be considered in a more humanitarian and compassionate way. Giving all powers to the Commissioner without deciding anything is not proper. The employees themselves have said that there is non-observance of the 1954 Act. So, this will not help the employees, and will not have the desired effect.

Another very significant question was raised by the citizen of Delhi or Kanpur, *viz.*, why should Sunday be closed? Sunday is the only day when these people who are working in various offices can go to the market and purchase things. This question was discussed at length and they said. "If we do not close on Sunday, we cannot have social contacts. We cannot have holiday on Monday, when everybody goes to work". While deciding this matter, we should see that the city is divided. There is division in Kanpur and there is division in Delhi also. For instance, Karol Gagh shops close on one day and Janpath shops close on another day. This is also a matter which should be considered to suit the convenience of the public.

The representatives of the employees' association, specially the New Delhi Trade Employees' Association, have given a charter, which should also be considered. I am sure the Deputy Minister will assure this House that a comprehensive legislation embodying all their demands and discussing their service conditions fully will be brought before this House. I, therefore, request him to throw some more light on this matter and not to depend too much on the Commissioner, who has very little time to enquire into these matters. He will just depute some of the inspectors or honorary magistrates. So, the lot of the employees should not be sealed in the hands of the Commissioner.

With these words, I support the substance of this Bill and the principle of this Bill. But I am surprised that after such long discussions, after so much of thought and discussion with everyone, only this piece of legislation has come. I am really sorry for this and I would request the hon. Minister to bring forward another comprehensive legislation which will satisfy all the employees.

Shri Tyagi (Dehra Dun): I lend my full support to the Bill. I do not agree with my hon. friend who thinks that this Bill will not go sufficiently long. I hope it will go a long way and many of his points will be met. I heard him with rapt attention. I respect him for his views and his sincerity. He always expresses what he feels and he has been very consistent in his views. I think whatever he desires is amply met in this Bill and there is nothing that cannot be done under the measure which is proposed.

I have to make some comments about the over-all position of labour.

My feeling is our labour problem is not being tackled in a scientific manner. This little tinkering would not do. Actually speaking, let us face facts as they are. We in India suffer from surplus labour. There is too much of unemployment. In regard to all these types of Bills, we are apishly following the western countries, thinking we will have a little glamour of being democratic. Actually speaking, something practical has to be done. We are depending too much on law and show-off of our legislation. We have books after books and we feel everything must be done by law. Law is not all. There is something practical to be done to help the law. In England, all these types of Acts are successful, because there is sufficient employment among them. In a country where there is surplus labour, these laws are of little avail.

In India, all this would be more useful and much in demand if we had created additional avenues for the surplus labour. If there is no surplus labour and if everybody is employed, then if you restrict and give amenities to labour, practically it goes to labour everywhere. Of course, whatever little benefit reaches labour is welcome and I do not resent it. But my question is, what about the unemployed? Unemployed will remain unemployed and neglected. With more amenities you give to the employed ones, unemployment further increases, because there is lesser chance of employment for the unemployed. So, unless there are additional avenues, this Bill will not be of much use. I should not be misunderstood. I am in favour of giving amenities to labour, but it will be more justified if we create scarcity of labour and create so many avenues that labour is really scarce and so, the market value of labour will increase. At that time, if you give any amenities to labour, the employer may not resent it because otherwise, it is difficult for him to find labour.

Therefore, the over-all question of labour can be resolved only when there are additional avenues for labour, so that our unemployment problem is resolved. These amenities cannot do much. I can well see that there must be some control. But this is only half-way house; we are doing it partially. The problem is not being met fully. But that does not mean that a little good act done should be stopped. I do not want to come in the way, but I only want to point out that our labour problem will not be fully tackled and the question will not be amply met unless a deliberate attempt is made and planned efforts are made to increase the avenues of employment.

These laws only give us a little pleasure of newspaper headlines and some slogans of which we can be in a position to talk in public that we had done all this. To favour those who are employed is good, but what about those who outnumber the employed and who are neglected? What are we going to give them? So long as those people who are not in a position to make both ends meet . . .

Shri Narayanankutty Menon (Mukandapuram): Does he want that till we find employment for everybody, we should not do anything for the employed?

Shri Tyagi: I am not opposing this. My friend always misunderstands. That is the difficulty. He always sees things with glasses which are negative. I do not resent this; I welcome this, but I want to further emphasise what the communists should do. I am doing their job, because they are neglecting it. I agree there must be some thing done for the labour who are employed. But my friends are always on the side of the labour who are employed, so that there are unions, they get fees, good subscriptions and all that. I am in favour of those who have no means. I am emphasising their case, so that they may also be brought to that level, and our labour all over India, all those who are employed and also unemployed may all be on the same level.

[Shri Tyagi]

Now, coming to the legislation that is before the House, it is very good. But let us see what the condition of shops today is. A legislation without looking into the factual position would be wrong. What is the position of the shopkeepers today? It is not only always the needy who go to the shops. You may go to a shop to buy something, and when you see so many other attractive things you may buy ten other things. Shops do not only attract persons who are actually in need of something and who want to buy something. Any man can go to a shop and when he finds some attractive things he may buy two or three things. Therefore, what is actually required is that shops are to remain open not for the purpose of sale, but a major part of their function is, if you see things objectively, to demonstrate and to exhibit what is out for sale so that those exhibits might attract customers. This is what the bigger function of a shop is. The other function in a shop is of bargaining. Most of the time of shopkeepers and assistants is wasted or is employed in bargaining or haggling.

When you thought of shops, I thought you would do the same things as the Europeans have done. But wherever there is something very serious, something really very drastic, you get shy of it and you do not do anything. You simply sloganise things and think that it is all right, because you can have some publicity. But really speaking, in almost all the countries I have been able to see in Europe, most of the shopping is done by means of what is known as "window-shopping". There everybody knows what the price of a commodity is. Three-fourths of the shopping of a customer is in the selection of the article that he wants to buy. A customer has to go from shop to shop and select from which shop to buy and what things to buy. Most of the activity of a shop is engaged in this. That is why, as I said, in foreign countries they have window-shopping. There the prices are fixed. They exhibit their things in glass cases behind which they put labels with the prices. During holidays customers go on shopping mentally. They do not actually buy things, but in their minds they select things to buy, from which shop to buy and at what price. Therefore, half of their function is over.

The difficulty here, in your case, would be that as soon as you fix the hours of a particular market, particular shops, when people who are employed in offices go there to buy things they would not find enough time to buy things. On Sundays the shops will be closed and they cannot do any shopping. They will not be able to take their children for any shopping. You can imagine the reaction of the clerical and other ministerial staff engaged in office work. So it becomes very inconvenient for persons who are employed in offices to find time for shopping. I think the convenience of the customers must also be taken into account.

Sir, while I support this Bill seeking to limit shopping hours, I suggest that you come forward, either this Ministry or some other Ministry, with a Bill saying that in big cities like Delhi every shop should hang in front of it a price list of all articles to be sold so that the prices may be fixed and the customers may know as to which shop is selling things cheaper and he may be able to select his shop. At the same time, three-fourths of his shopping can be done during off-hours. Even during off-hours, even during holidays, a customer and his family can go round the market and find out from the exhibits and the price list in front of each shop the prices of the articles they want. They can make up their mind as to what they want to buy and from which shop. The next day, even during office hours, they can send their boy and get the things. Therefore, really speaking, it is very easy to fix the hours of shops in foreign countries,

because they have seen to it, by custom as well as by law, that the prices of all commodities are fixed and they are affixed in front of each shop.

If the prices are fixed, it will also do one good thing. I feel that our moral standards in the country are fast deteriorating. The moral climate is getting bad, for the simple reason that it is the market atmosphere, it is the climate of the market which goes into the homes. Therefore, if you want to raise the morale of the society, if you want to take it higher, the best thing to do is to raise the market morality. Mostly a market means a place for earning. Black-marketing and other illicit means a man go into illicit ways. Therefore, my suggestion is that you raise the morale of the society by raising the market morale. That can be raised if you enforce a law by which the prices are fixed. Now it happens that the shopkeepers take advantage of the ignorance of customers.

Shri Narayanankutty Menon: But the employees who are covered by this Bill are quite innocent.

Shri Tyagi: I am not criticising the employees for it. I am talking of the employers. I am not talking of the actual vendor or the salesman. It is the proprietor of the shop who gets the benefit of all blackmarketing, all bargaining and all haggling.

Therefore, fixation of hours will be very much welcome, but if some other measures are taken to see that fixed prices are enforced all over the country and window-shopping is started so that people even during off-hours might go round the market and know what commodities are available and at what prices, it will improve matters.

With these words, Sir, I hope the Minister will look into these things and, whatever it is, I support the Bill because after all it is for the benefit of both the employers as well as the employees.

Shri D. C. Sharma (Gurdaspur): Mr. Chairman, Sir, the other day I was travelling from Amritsar to Delhi, and in my compartment there happened to be a gentleman who was interested in big business. He told me that on account of our labour laws our production would stop or at least, if it would not stop, it would suffer some kind of diminution. He said that our labour laws were becoming more and more stringent and that the employers were finding it very difficult to cope with the mounting incidence of labour legislation. At the same time, Sir, I met certain employees.

Shri Nath Pai (Rajapur): In the same compartment?

Shri D. C. Sharma: No, somewhere else. I met certain employees in my own house, and they had a different tale to tell. They thought that they were not getting a fair deal from their employers. Last night, one of my clerks came to me and said that he went to buy a small battery. He said that he went to a shop and the shopkeeper asked Rs. 11.50 nP. for that battery. He went to another shop and for the same battery he was asked to pay Rs. 13; he went to a third shop and there he was asked to pay for the same battery Rs. 15 and when he went to a fourth shop for the same battery he was asked to pay Rs. 17. Ultimately, he said, he came back to the first shop to buy the battery but then the shopkeeper said that he would not sell it for Rs. 11.50 nP. and that he would only sell it for Rs. 15.

Now, I want that to a Bill like this we should make a composite approach, an approach which reconciles the different interests of the employers and the employees and also, as was put very admirably by my hon. friend, Shri Tyagi, the interests of the customers. How can that be done? It is a very difficult problem. I think this over-simplification of the problem by the Labour Ministry is not going to carry us anywhere. I have looked into this Bill and I find that it has been prepared in a spirit which may

[Shri D. C. Sharma]

be admirable, but not wholly admirable.

I have got here the Delhi Shops and Establishments Act of 1954. I find that this Bill contains several provisions which are very useful and helpful. The Labour Minister thinks that this is a social measure. I believe that this social measure should have been brought after some kind of social survey had been made. I think some social students or investigators should have gone round and enquired from the shop-keepers and employees the difficulties in the way of the implementation of this Bill, how the employees have fared under this Bill and how the employers have fared. They should have undertaken that survey.

The hon. Minister has been telling us that he has been meeting deputations of employees, employers and others. Of course, all our Ministers are fond of meeting deputations, and we are also fond of going to them in deputation. But the fact of the matter is that as a result of those deputations of employers and employees, the Ministry has brought forward this Bill, which is merely a kind of tinkering with a very important social and human problem. I think the problem has not been dealt with adequately.

It is not only a question of giving a *carte blanche* to this officer or that officer that he can order the opening or the closing of this or that shop any time he likes. It may be a useful measure. I do not deny that it is a very useful measure. But that is not the crux of the problem and that is not the real place where the shoe pinches. There are other problems also. So, to simplify all those problems to this one point means that proper attention has not been paid to this Bill.

My hon. friend, Shri Tyagi, was discussing the ethics of shops and shopkeeping. He was also trying to give us some definition of "shops". I think he is perfectly right, and all those things should be done. But what I mean to say is that there are so many things to be looked into. It is not the opening and closing of shops at a particular time that is very important, though that is important. The more material thing is how the employees are being treated? What about their casual leave? What about their holidays? What about the hours of rest that they enjoy? What about the amenities that they are going to enjoy? What about the retirement and other benefits? Have these things been looked into? We are not told anything about these things. I want to ask the Minister how many persons have been arrested or have been convicted for going against the provisions of the Shops and Establishments Act. I think some questions have been put on this subject. But I do not know how many have been convicted. This Shops and Establishments Act has remained more or less a dead law. I do not think much action has been taken under the provisions of this Act. Therefore, I would say that the social part of this Bill should have been looked into more adequately than what has been done.

Shri Abid Ali: 3,500 people have been prosecuted in 1960 and Rs. 98,000 have been realised as fine.

Shri Narayanankutty Menon: Out of them how many were convicted? The number of prosecution is great, but what about the number of conviction?

Shri D. C. Sharma: I am very happy that 3,500 people have been convicted.

An Hon. Member: Not convicted.

Shrimati Parvathi Krishnan (Coimbatore): More people are contravening this law.

Shri D. C. Sharma: Also, Rs. 98,000 have been collected as fine. I think all these things show that there is something definitely wrong with this Bill, because there has been so much of wholesale convictions and so much accumulation of fine. What I mean to say is that the regulation of wages and other factors have not been properly looked into.

My hon. friend, Shri Tyagi, was thinking of shops in UK, USA, Soviet Union or some other countries in Europe. I have also visited some of those shops and I wish I could say so many fine things about them as he said. They also practise mercantile morality. When I went to one country, a friend of mine told me: do not go and purchase anything from a shop where it is written "we are going to close down after one month; so, we are offering things at cut-throat prices" because it will not be a shop where you can have a fair deal. I do not want to put it strongly. So, what I say is that this mercantile morality is to be found all over the world. It is not peculiar to India. These black-marketing and *pugdi* are not our monopoly. They are found in all parts of the world. They are found even in those countries which are called Socialist countries. I have been reading about those countries also.

Shri Tyagi has been trying to enlarge the scope of shops. Why think in terms of shop-windows? When there is no proper amount of cleanliness in those shops, why think about all those things? After all, our shops are a strange mixture of old and new.

Shri Tyagi: Could there be price-lists?

Shri D. C. Sharma: Yes. I would say that even the elementary things which are required in those shops for making the customers at home, for making the employees at home, for making even the employers at home are lacking. Then what have they got? The hon. Minister will tell us "we have got inspectors". How many inspectors do you have?

Shri Abid Ali: You do not want them. You say that prosecution should not be there.

Shri Narayanankutty Menon: He did not say that.

Shri D. C. Sharma: I think the hon. Minister is not following what is being stated on the floor of this House.

Shri Narayanankutty Menon: You are quite right.

Shri D. C. Sharma: He is following neither the members of the opposition nor the members of the Congress. What can I do? The only thing I can do is to say: Oh! God सबको सुमति दे भगवान। That is the only thing I could do. He should try to follow what we are saying, and follow us in the spirit in which we are saying. This is a social measure about which we think in terms of cleanliness, proper lighting and so on. But who is going to look after them? There may be some inspectors, I know. But how many inspectors are there and how many shops have you to look after? Somebody was saying that there are quite a number of inspectors. But when we consider the number of shops, the number of inspectors is very very few and the number of shops are very many. If an employee has to get the help of an inspector, I think he has to wait for a long time and the inspector will arrive when it is too late. Even when the inspector wants to come at the beck and call of the employers, he will not come at the time when they need him

What I was going to say was that the service conditions of the employees should have been properly looked into and the Bill should have been brought before this House to show that we have some solicitude for these employees who number so many lakhs or whatever their number be. Again, the conditions of work of these employees and also of the employers should have been looked into. Also, we should have seen to the accidents etc. which are the normal things in life of all kinds. I do not think that anything is being done. What I mean to say is that these employees in the shops and establishments should be treated at par with the employees in a coal mine or in a factory, either a Government factory or any other factory. You should not treat these employees in shops from an angle different from the one from which you are treating those employees who are working in factories. I think that both of them should be treated on par.

[Shri D. C. Sharma]

So far as the hours of work are concerned, it has been left to the Chief Commissioner to decide. I have nothing to say against that. But I would like to say that we should not think that in India we have a rigid daily time-table which can suit everybody. This is perhaps our misfortune. But all the same you should remember that the daily time-table of one human being in this country differs from the daily time-table of other human beings. They may be members of the same family and yet they may not be following the same pattern of daily living as is followed by others. So, there are so many variations. These variations are important when you remember that Delhi is a very congested place and people have to travel to Delhi for their work from distant places. For instance, there are persons who come from Ghaziabad, Sonepat or Gurgaon. I think there are persons who come from places farther than that.

An Hon. Member: From Panipat.

Shri D. C. Sharma: When you are thinking of these employees you must take into account also their places of habitation. It is not that every employee is going to be employed in a shop which is at a stone's throw from his house or at a distance of half an hour or fifteen minutes' walk from his house. No. On account of the congestion of this city persons come from many distant places. You have got to take this human factor into account. It is not that you say, "Open the shop at 7 o'clock and close it at such and such time and have a break for two hours or for one hour, whatever it is". You have to think of these things in terms of human necessity, human welfare and human exigencies of the situation. Therefore, I hope that all these things will be looked into so that the employees are not put to much trouble and the employers also do not suffer much inconvenience.

There is one point which was made by my hon. friend, Shri Tyagi. I think it is a point which deserves consideration at the hands of all of us.

Shri Narayanankutty Menon: Now please come to the Bill.

Shri D. C. Sharma: My hon. friend, the late Shri Feroze Gandhi, was very keen on that point. It is a pity that he died a premature death but if he had lived, I think something would have happened in that respect, namely, that all the articles that are displayed in a shop should have price tags attached to them so that there should not be any room for cheating, overcharging or anything of that kind. I do not know if this comes within the purview of this Bill or not.

Shri Tyagi: No.

Shri D. C. Sharma: I think something has got to be done. If we are going to control other people's hours of work and lives, I think we should also see to it that they display the price that they are going to charge. We are not going to order them to sell things at a particular price. But every shopkeeper should be able to show the price at which he is going to sell a particular commodity.

Shri Tyagi: Show their own price

Shri D. C. Sharma: As Shri Tyagi said, I think this will go farther than anything else in promoting the highest qualities of life in this country. This is something which will go a long way in ridding us of all those ills from which we have been suffering all these years. Those ills have been referred to in our cinemas, pictures, books, stories and plays. I think that something should be done. I do not think that the Ministry is precluded from making this as a part of this Bill. Nobody can prevent you from doing that. After all, we are controlling the price of coal and steel. We need not control the price of these things.

Shri Narayanankutty Menon: That does not come under this Bill. You have got the Essential Commodities Act.

The Deputy Minister of Scientific Research and Cultural Affairs (Dr.

M. M. Das): That should come under this Bill. That is what he wants.

Shri D. C. Sharma: There should be one thing, namely, that you should make it incumbent on the shopkeepers and employers to show the price tag on the article. Nobody can prevent you from doing that. The Essential Commodities Act is something different. This thing is of another kind.

Shri Tyagi: That will lighten the work of the shop assistant.

Shri D. C. Sharma: I very much like that this Bill has been brought forward but it does not go far enough. I believe that the hon. Labour Minister should try to bring forward a Bill which is the result of the experience that we have accumulated during all these years about the working of this Act and which enables us to overcome those difficulties which we have encountered and also helps to make an improvement in the conditions of work of the employers and of the employees. I would say this much that these shop employees should not be treated in a way in which the stigma of inferiority is placed upon them. They should be treated as other workers are treated and I am sure that if we do that we will be doing the right thing. After all, Delhi has a large number of shops and establishments and there are so many workers in these shops and establishments. We must do something for them. If we do something for them, I think we will be doing something for similar workers all over India. Delhi leads the way in these things. Here is a place where we should try to show the quality of leadership in order that these shop assistants and employees feel that something has been done for them.

Shri Warior (Trichur): Sir, I have only to make very few observations about this Bill. In the statement of objects and reasons of this Bill it is said that there has been an increasing demand for a change in these rigid timings. If it had been explicitly stated from which quarter these demands have come, whether they are from workers and employees in the shops or from employers.....

Shri Tyagi: Or from consumers.

Shri Warior: We would have known whether it is actually in the interest of the workers and employees or in the interests of the employers and which party or which section is gaining more from this sort of an amendment in the original Act

Another point I wish to make is that similar conditions prevail in other big cities of India, like Bombay, Calcutta and Madras. Almost the same circumstances obtain there. I wish to know from the hon. Deputy Minister whether any blanket power has been given to the Commissioners of these big cities for enforcing the opening and closing hours of these establishments. The main point is that this piece of legislation is not primarily in the interest of the shops and establishments; it is in the interest of the employees of the shops. The employer who is the shop-owner and who has invested his money knows how to protect his interests. It is the employees who are at the mercy of the employers and not *vice versa*. It is not a two way traffic; it is a oneway traffic. When we legislate in labour affairs, it is always to protect the interests of those who are at the mercy of others. If the employers are at the mercy of the employees I can understand those pleading for the interest of the employers. But that is not the situation. The fact of the matter is that the employees are at the mercy of the employers.

To whose interests must we look to first? We must primarily look to the interests of the employees. The employers are capable of protecting their interests. The laws are there to protect them; they are better situated. Their position in society and in the economy is such that they can protect their interests very well. The completely non-protected section is the employees. Therefore the primary object of this piece of legislation should not be forgotten; when the Act is implemented, or amendments are sought.

[Shri Warior]

Now what is the actual position? Even after the passing of the first Act in 1954, we know that the most difficult sector, where no labour legislation can be implemented, where the bebefits of labour legislation cannot reach those for whom it is intended, is the shop establishments. That is because the very character of employment there is such that it is difficult for the employee to get the advantages of the legislation. Take, for instance factory workers. They are to a certain extent united; there is a sort of uniformity and equality between each and every individual, in their conditions of employment, in their wages, in their production methods. This sort of equality has been established more or less by the mechanical processes coming into the factories. That is not the case in regard to shops.

Our shops particularly are such that they are still in the mediaeval period; they do not belong to the modern age. I do not think any enactment with regard to their opening and closing hours can be rigidly enforced. It is mere dilatory tactics to speak of morality, honesty and other things. That is not the point at issue at all. We can, no doubt, sermonise to them to be more honest, not to indulge in blackmarketing, to set an example to the world, etc. If they indulge in bargaining, we also do so. They might as well retort: if you stop bargaining we shall also stop bargaining. Whether you accept it or not, our people are given to bargaining. In order to ensure that even after bargaining there was a margin left, the shop-keepers would fix a higher rate.

Shri Tyagi: My idea was not that Government should fix prices. What I meant to say was that the shopkeepers must be given the liberty to fix whatever prices they want, and they must be hung in front of the shops, so that the customer may decide which shop to buy from.

Shri Warior: I have not been able to understand my hon. friend Shri Tyagi perfectly. It is not a question of statutorily fixing prices. I wish to point out to him an instance. In olden days, British firms like Whiteway and Laidlaw used to fix the price of an item at Rs. 4-15-6, just half an anna less than Rs. 5. People used to say that the margin was so accurately calculated and there must be nothing to bargain at all. We have known such things. Our country has certain other traditions. I do not wish to go into the details of it. We have our Arabic system of bargaining. If a shopkeeper were to quote Rs. 10 for an item the customer would bargain it for Re. 1. It is said that is the Arabic system. I do not know whether the Arab traders brought it into our country. But things like that go on. Unless the customers are also socially educated not to bargain and have confidence in the traders when they fix prices, no amount of platitudes would work. And these points are irrelevant as far as this Bill is concerned. The only question with which we are concerned is the working hours—it is not a question of work-load even.

The working hours are usually ten hours a day, lasting from seven to nine. Throughout this period the assistant has to be in attendance. There may be days when he may not have occassion to handle even a single item; he may be waiting the whole day for the customer. The shopkeeper having cast the net, he would ask the assistant to wait and watch whether any fish come in. The assistant cannot go anywhere else; he cannot go home; he cannot attend to his private matters. Even if his mother were about to die he canont leave the shop. A factory worker on the other hand can leave his work. But if the shop assistant leaves some mishap may happen. So, it is a very tiresome, wearisome and hard work; a man without any work has to be in attendance all the while. If he has work all the day, he can while away his time. At least his mind will not be affected. Here it is a question of great mental strain on the shop assistant, which only he can understand.

If the shop has got brisk business, it is all right. If not, there is a great strain on him. This is one aspect of the question. All these hours they have to keep waiting without any work.

Most of the small shops employ only a few persons, hardly two or three. Will these three people, however much they might organise themselves, be able to have collective bargaining? From my own experience and the experience of so many other trade unions, I say that this piece of legislation cannot be effectively implemented. Any employer can victimise two or three employees, once this employee asks for his rights. So it is very difficult. I will quote instances. At 9 p.m. the shop is to close. The shop-keeper says, "The accounts are not yet complete, you stop for half an hour or one hour". Will the employees get any benefit of overtime out of it? He will not. But he has to wait for one hour more. So the employees cannot enforce anything by their sheer weight, by their organisation, by their unity or their capacity as a trade union can do with respect to a factory. That is the difficulty. They are completely at the mercy of the whims and fancies of the employers and they are not protected by these pieces of legislation. There are other aspects of the question, but I am not going into them.

15 hrs.

In such a situation, if blanket powers are given, to whomsoever it might be —he might be a very nice person, I am not questioning the character of the person—but when such blanket powers are given to a bureaucrat, we know how he will use those powers. He will cover everything by that blanket power.

I do not know what is meant by this proposed new section 15(3) under clause 3 which says:

> "The Government may, for the purposes of this section, fix different opening hours and different closing hours for different classes of shops or commercial establishments or for different areas or for different times of the year."

What is left, may I know? When it is said "classes of shops" I want only one question to be clarified namely about hotels and restaurants. What will be the hours of work there? In shops of a high standard they keep some shift system and all that. We know that. But if any survey has been made, can the hon. Minister tell us, from any review or report, in how many hotels and restaurants this legislation about hours of work is in reality being enforced? Not many. And I think that more than fifty per cent of these shops and establishments will comprise of hotels. When all these hotels and restaurants are coming under the class of "shops", are they not going to have a shift system in their establishment? If one and the same group of workers have, from morning till the time they close, to work, what will be the condition of those hotel workers? Such class of shops cannot but be put under the very rigid observation of the Department. The hours must be enforced, especially in these establishments in which these workers cannot get any relief at all. From the point of view of the longevity of the workers in such establishments, at least the Chief Commissioner should not be given any such power to stagger the working hours. Even in other shops also why should the hours be staggered, and why should the Chief Commissioner be given powers like this? I cannot understand it. If the shop owners have a genuine complaint that they are losing business due to this, I can understand. There are many concerns which keep to a high standard and they do not demand of the Government any staggering of the hours of work. It is really the small shops which want to make money by any means by harassing their employees in whatever way possible and it is to help them only that these powers will be used. I am quite sure of that. For this reason, as well as for the other

[Shri Warior]

reasons which my hon. friend Shri S. M. Banerjee has already advanced, we cannot support this piece of legislation.

Dr. Melkote (Raichur): I fail to understand the implications of this Bill. In the Statement of Objects and Reasons to the Bill it is stated that the object is "to confer powers on the Chief Commissioner to fix different opening and closing hours for different areas or for different times of the year after holding an inquiry in the manner prescribed by rules".

This is a piece of social legislation. and by means of rules the Chief Commissioner is given powers to prescribe the timings, the locality and other matters.

15.06 hrs.

[SHRI HEDA *in the Chair*]

I am aware that matters pertaining to labour, shops and establishments are in the Concurrent List. But so far as Delhi is concerned, it is governed by the Central Government, and here the Central Government is supreme. In a matter of this type, wherein large sections of the population are affected, the employer, the employee and the consumer have felt that legislation of this type should be brought in in this House, not merely for consideration and for giving powers to certain persons, but for discussing these matters and for understanding all the implications. If this has been brought in because of the fact that so far large numbers of the employers the shop-keepers, have had to be brought before the courts and punished and large sums of money collected from them, if it is to give them relief, I felt this is not a very salutary statutory enactment. When this was brought in, I felt that sufficient information would be given to us as to how the employees themselves feel about it and whether the Delhi public would welcome such an enactment. When we are considering this aspect of the question, we have to remember that Delhi is one of the major cities now and as such has to set an example to the rest of the country in all these matters. People in Delhi are much more awake then people at other places, and social enactments of this type have far-reaching effects elsewhere. I would have therefore felt that while dealing with this question, other questions pertaining to this aspect could have been brought forward.

I heard with rapt attention my hon. fried Shri Tyagi who, I find, is not present in the House at the moment. And it surprised me that a person with his outlook should have made certain remarks which are not true to facts. He said that whilst we are attending to the improvement in the standards of the labouring classes, the employees, in very many sectors, it is having adverse effect on the other unemployed people in the country. Sir, I least expected that Shri Tyagi would make such a remark. I could have expected it from a shop-keeper, from a capitalist. They have been saying this all along, that if the conditions of labour go on improving at this rate it would have an adverse effect on the agricultural population and on the unemployed population of the country. Facts have revealed. after investigation in very many countries, that this is not so. The improvement in the standards of living, in the working conditions, in the salaries, bonus and other conditions has had its beneficial effect on the labouring class, the unemployed class, as well as the agriculturists elsewhere. This is what the factual data collected in other countries reveals. Therefore, I felt it very much that a Member like Shri Tyagi should have made such remarks. I hope that this House will take his statement for what it is worth.

The second point is that whilst a Bill of this type is being brought forward. we should have looked into the working hours of the employees in these shops and establishments. Now, we are trying to give a *carte blanche*

to the Chief Commissioner Whilst he may decide on the convenience of the area as well as the type of shop that is to be kept open, I hope he shall not contravene the other enactments in this field.

These are very wide powers that are being given to him now. I feel that Government could have brought forward a more comprehensive Bill for the consideration of this House, which would have taken very many other aspects of this question into consideration, and set an example to other, because, as I said in the beginning, they need not consult other States in the matter and possibly other cities and other States would have followed our example.

Therefore, whilst I express my feelings here on this aspect of this question, I would submit that Government should immediately give consideration to this aspect and in the very near future bring forward before the House a more comprehensive legislation for consideration. I personally feel that the rules that are framed by the Chief Commissioner would again be placed before us for our consideration, so that we can ensure that they do not offend the Interests of the employees and the larger section of the public.

श्री बलराज मधोक (नई दिल्ली) : सभापति महोदय, यह विधेयक दिल्ली की बहुत बड़ी जनता के साथ सम्बन्ध रखता है । दिल्ली बहुत तेजी से फैल रही है और उसकी आबादी बढ़ती चली जा रही है और उसके साथ ही साथ दुकानों की और इसी प्रकार के जो और व्यापारिक संस्थान हैं उनकी संख्या भी बढ़ रही है । आज दिल्ली के अन्दर इस प्रकार की दुकानों और व्यापारिक संस्थानों में काम करने वालों की संख्या लाखों में है और इसलिये उन्हें जो सुविधा मिलती है वह सारी दिल्ली के लिये महत्व रखती है ।

आज से ६ वर्ष पूर्व दिल्ली की विधान सभा ने एक कानून पास किया था । उस कानून के अन्तर्गत दुकानों के खुलने और बन्द करने का समय निश्चित किया था । सप्ताह में कर्मचारियों को एक दिन की छुट्टी हो यह भी तय किया था और भी कुछ बातें उस बिल में कही गई थीं । लेकिन वह बिल अपूर्ण था और उससे काम करने वालों को जो प्रोटैक्शन मिलना चाहिये था वह प्रोटैक्शन भी उनको पूरा नहीं मिला और न ही खुद दुकान चलाने वालों को जो सुविधा मिलनी चाहिये थी वह सुविधा ही उनको मिली ।

दिल्ली में दो तरह की दुकानें हैं । एक तो वह बड़ी बड़ी दुकानें और फर्में हैं जहां बहुत से कर्मचारी काम करते हैं और दूसरी वह दुकानें हैं और जिनकी कि काफी संख्या दिल्ली में है, जो सैल्फ एम्प्लायेड सैक्टर में आती हैं । उन दुकानों में कोई मुलाजिम नहीं होता है, भाई बन्द मिल कर वह दुकानें स्वयं ही चलाते हैं । हमें विधेयक बनाते समय इन दोनों ही तरह की दुकानों को दृष्टि में रख कर विचार करना होगा ।

इसके अलावा कुछ और तरीके के भी काम धंधे हैं जिनके कि ऊपर सन् १९५४ का कानून लागू होता है जैसे कि डाक्टर साहबान हैं । दिल्ली के अन्दर डाक्टरों की संख्या लगभग ४००० के ऊपर है और उन पर भी यह शर्त लागू की गई कि वह भी इतवार को या किसी और दिन अपनी दुकानें बन्द रखें । अब जहां तक डाक्टरों का सम्बन्ध है हम सब जानते हैं कि मरीज का कोई समय नहीं होता और डाक्टरों की दुकानें बन्द करने से बहुत जगहों पर मरीजों को तकलीफ भी हुई है । लेकिन उन डाक्टरों की दुकानों पर जो कम्पाउण्डर और दूसरे एम्प्लाईज काम करते हैं उनकी यह मांग कि उनको हफ्ते में एक छुट्टी मिले, एक जायज मांग थी । उस बिल के अन्दर इस तरह की बहुत सी कठिनाइयां

[श्री बलराज मधोक]

थीं जिनको दूर करने की आवश्यकता थी । परन्तु यह जो बिल लाया गया है it does not touch even a fringe of the problem. जिस तरीके से दिल्ली अरबन टेनेन्ट्स के लिये बिल लाया गया और और वह समस्या को देखते हुए नाकाफी था उसी तरीके से यह आज का बिल केवल टिंकरिंग करता है और जो मूल सवाल है उस तक यह पहुंचता नहीं है । मूल बिल में समय निधारण की बात कही गई है । मूल बिल में यह निर्धारित किया था कि कोई भी दुकान या कमर्शियल इस्टैब्लिशमेंट गरमी के दिनों में सुबह ७ बजे से पहले नहीं खुलेगा और रात में में दस बजे तक बन्द हो जायगा । इसी तरह जाड़े में कोई दुकान सुबह ८ बजे से पहले नहीं खुलेगी और रात में ९ बजे के बाद बन्द नहीं होगी, ९ बजे के अन्दर अन्दर बन्द हो जायगी । इन टाईमिंग्स के बारे में दुकानों के मालिकों और एम्प्लाईज की मांग यह थी कि यह समय बहुत अधिक है और अगर एक दुकान वाला इतनी देर तक अपनी दुकान खोलता है तो दूसरे दुकान वाले भी खोलना चाहते हैं क्योंकि उसमें एक कम्पटीशन आ जाता है । अब दुकानदार अगर यही सोच कर अपनी दुकान खोल कर बैठा रहे कि मौत और गाहक का कोई पता नहीं कि कब आ जाय और इसलिये दुकान खुली रक्खे तो इससे न केवल उसको कठिनाई होती बल्कि उन दुकानों पर काम करने वाले कर्मचारी लोगों को भी विशेष रूप से बड़ी दिक्कत का सामना करना पड़ता है । वह किसी तरह के पारिवारिक और सामाजिक व अन्य कामों में भाग नहीं ले सकते हैं । इसलिये दिल्ली व्यापार मण्डल की ओर से कई वर्षों से यह मांग की जा रही थी कि यह समय कम किये जायें और जिस प्रकार से पंजाब के अन्दर दुकानों के खुलने और बन्द होने का समय तय कर दिया है उसी तरीके से यहां भी इस को फिक्स कर दिया जाये ।

इस बिल के अन्दर चीफ कमिश्नर को यह पावर्स दी गई हैं कि अगर चीफ कमिश्नर चाहे तो वह छानबीन करने के बाद समय तय करे और यह भी तय करे कि कौन से दिन कौनसी दुकानें किस इलाके में बन्द रहेंगी । मेरा कहना है कि यह चीज चीफ कमिश्नर पर छोड़ देना ठीक नहीं है । जिस तरीके से पंजाब ने यह बिल पास किया है और उसमें तय कर दिया है कि दुकानें गरमी के दिनों में ९ बजे खुल कर ७ बजे बन्द होंगी और जाड़े का भी उनका समय नियत कर दिया है उसी तरीके से यहां भी दुकानों के खुलने और बन्द होने के समय नियत कर दिये जायें । कर्मचारियों के काम के घंटे भी तय कर दिये जायें । यह भी तय कर दिया जाय कि कोई भी दुकान और कोई भी संस्थान १० घंटे से अधिक खुला न रहे । इस समय के अन्दर कुछ विश्राम दिया जा सकता है । आज कहीं पर १२ घंटे काम किया जाता है तो कहीं पर १५ घंटे काम कराया जाता है । मेरा जो सुझाव यह है कि सरकार को गर्मी के दिनों में दुकान खुलने का समय साढ़े ६ बजे सुबह से लेकर साढ़े ७ बजे तक का और जाड़े में १० बजे सुबह से लेकर ७ बजे शाम तक का समय फिक्स कर देना चाहिए । अब इसके लिए कहा जाता है कि उससे कुछ लोगों को कठिनाई होगी । दफ्तरों में जो लोग काम करते हैं उनको बाजार से खरीद फरोख्त करने का समय नहीं मिलेगा । इसके लिए मेरा कहना है कि जहां पर समय निश्चित होता है वहां लोग उसके मुताबिक अपने आप को ऐडजेस्ट कर लेते हैं । इसके अलावा गवर्नमेंट कालोनीज के अन्दर दुकानें आमतौर से इतवार को खुली रहती हैं । सप्ताह में एक दिन की छुट्टी के बारे में एक मत दिल्ली में यह है कि सारी दिल्ली के अंदर एक ही दिन फिक्स कर दिया जाय जब कि तमाम दुकानें बंद रहें परन्तु मैं उस मत से सहमत नहीं हूं । गवर्नमेंट सर्वेंट्स की कालोनीज जहां पर कि सरकारी मुलाजिम

रहते हैं लोग सप्ताह में ६ दिन तो दफ्तर में जाकर काम करते हैं और उनके पास बाजार से खरीद फरोख्त करने के लिए केवल इतवार ही रहता है जिस दिन कि उनके दफ्तर बंद रहते हैं। इसलिए गवर्नमेंट सर्वेंटस की कालोनीज में साप्ताहिक छुट्टी इतवार की न होकर किसी और दिन की हो तो सरकारी मुलाजिमों को कोई असुविधा नहीं होगी।

मेरा एक सुझाव तो यह है कि इस बिल के अंदर यह निश्चित कर दिया जाय कि कोई भी दुकान या संस्थान १० घंटे से अधिक नहीं खुलेगा।

It should not be left to the discretion of the Chief Commissioner.

दूसरा सुझाव मेरा यह है कि सारे शहर को जोन या हिस्सों में बांट दिया जाय और यह तय कर दिया जाय कि फलां जोन में आने वाली दुकानें सोमवार को छुट्टी करेंगी और अमुक जोन की दुकानें मंगलवार को छुट्टी रक्खेंगी। गवर्नमेंट सवट्स की कालोनीज इतवार के अलावा और कोई छुट्टी करें ताकि सरकारी मुलाजिमों को कोई असुविधा न हो और वह इतवार को अपनी खरीद फरोख्त कर सकें।

जहां तक डाक्टरों का ताल्लुक है उनके ऊपर किसी प्रकार की पाबन्दी नहीं होनी चाहिए। मैं इस चीज को जानता हूं कि जो डाक्टर हैं उन्हें भी एक छुट्टी मिलनी चाहिए, इतवार की छुट्टी वह मना सकते हैं लेकिन दूसरी ओर मरीजों की कठिनाई भी देखनी है क्योंकि बीमारी तो कह कर आती नहीं है और हो सकता है कि मरीज को उस छुट्टी वाले दिन ही डाक्टर की और दवा की जरूरत पड़ जाय। इसलिए डाक्टरों के ऊपर इसकी बंदिश न हो और उनको यह आप्शन दे दिया जाय कि जो बंद करना चाहें बंद करें और जो न बंद करना चाहें वे न बंद करें। अमलतः जो डाक्टर अपने दवाखाने बंद न करें उनके कम्पाउंडर्स और दूसरे जो कार्यकर्ता हैं उनको ओवरटाइम मिलना चाहिए। अगर उनको इसके लिए एक्सट्रा वेजेज मिलें तो उनको इसमें कोई आपत्ति नहीं होगी।

इसी प्रकार के कुछ और भी इदारे हैं। सब्जीमंडी को ही ले लीजिये। वह सुबह ४ बजे से शुरू हो जाती है और रात को १२ बजे तक चलती रहती है। उसके कारण वहां के जो एम्पलाईज हैं उनको बहुत काम करना पड़ता है। मैं इस बात से इंकार नहीं करता कि उनके लिए कोई समय निश्चित करना कठिन है क्योंकि गाड़ियां अलग अलग समय पर आती हैं और गाड़ियों से माल समय समय पर उनको लाना होता है। लेकिन आप उनके लिए यह तो कर सकते हैं कि एक फिक्सेड टाईम के बाद अगर कर्मचारियों से काम कराया जाय तो उनको उसके लिए ओवरटाईम मिले। यही चीज कोयले के डिपोज के बारे में लागू होती है। उनके काम के घंटे निश्चित कर दिये जायें ताकि वहां काम करने वाले कर्मचारियों को भी कुछ राहत मिले। आज जो स्थिति है उसमें उनको कोई राहत नहीं मिलती। जैसा मैंने कहा कि एक कहावत है कि ग्राहक और मौत का पता नहीं होता है, इस कारण से जो दूकानदार हैं, उन्हें पता भी हो कि ग्राहक नहीं आ रहा है तो भी वे बैठे रहते हैं और इस कारण से उन्हें राहत नहीं मिलती है।

साथ ही साथ मैं यह भी कहना चाहता हूं कि बड़ी बड़ी दूकानों में जो एम्पलायीज हैं, जो मुलाजिम हैं, उनको भी प्रोटेक्शन मिलना चाहिये। इस बिल के अन्दर जो सुविधायें दी गई हैं वे बहुत थोड़ी हैं। बहुत सी दूकानें हैं जहां पर कि कोई एम्पलायीज नहीं हैं, जो कि सैल्फ एम्पलायड सैक्टर में आती हैं। वहां यह समस्या नहीं है। परन्तु जो बड़े बड़े इदारे हैं, बड़े बड़े बिजिनेस हाउसिस हैं, जहां बहुत से कर्मचारी काम करते हैं, उनके लिए कुछ निश्चित रूल्स होने चाहियें, उन्हें बाकायदा छुट्टी मिलनी चाहिये, उनके बाकायदा तौर

[श्री बलराज मधोक]

पर वर्किंग आवर्ज होने चाहियें, उन्हें कैजुअल लीव मिलनी चाहिये, प्रिविलेज लीव मिलनी चाहियें और साथ ही साथ इनक्रीमेंट्स का भी प्रबन्ध उनके लिए होना चाहि । मैं अपने जाती तजुर्बे की बिना पर कह सकता हूं कि बहुत सी दूकानों में जो सहूलियतें कानून में दी गई हैं, वे भी कर्मचारियों को नहीं मिलती हैं । इसके कई कारण हैं । एक कारण तो यह है कि आज देश में अनएम्पलायमेंट बहुत है, ेकारी बहुत अधिक है और जब एम्पलायर को जरूरत होती है वह किसी भी कीमत पर किसी भी आदमी को अपनी ही शर्तों पर नौकर रख लेता है और बाद में चूंकि मालिक जानता है कि वह मुलाजिम उस पर निर्भर है, मनमाने ढंग से उसके साथ व्यवहार करता है ।

ेकुछ बातें हैं जोकि मैं माननीय श्रम मं ी जी के सामने रखना चाहता था । जैसा मैंने कहा यह वि ेयक बिल्कुल लिमिटेड ेचीज को सामने रख कर तैयार किया गया है और यह केवल प्राब ैम के साथ टिंकर करता है । सवास्ते इस विधेयक के क्षेत्र को बढ़ाने की जरूरत है । जरूरत इस बात की थी कि सारे का सारा नये सिरे से बनाया जाता । मैं चाहता हूं कि श्रम मंत्री जी इस पर विचार करें । तो भी जिस हद तक यह बिल जाता है अच्छा है । इस के बारे में बहुत देर से मांग की जाती रही है और इसको पास भी हो जाना चाहिये । लेकिन साथ ही साथ एक कम्प्रीहेंसिव बिल भी लाया जाना चाहिये जो दिल्ली में जितने भी व्यापारिक संस्थान हैं, उन सब पर वह लागू हो सके । साथ ही साथ इस बिल में जो खामियां हैं, उनको भी दूर किया जाना चाहिये ।

Shrimati Parvathi Krishnan: The Minister in his opening remarks started by saying that this is a very innocuous measure. From the manner in which the debate has progressed, it is quite obvious how it is far from being an innocuous measure, and certainly labour in this country is quite convinced of the fact that there is very little innocuity about the hon. Deputy Labour Minister.

Be that as it may, though the Bill may seemingly be innocuous, I do not think the House has been or can be misled by the Minister's fine words, because here is before us a provision giving blanket powers to the Chief Commissioner to fix hours arbitrarily as he likes or wishes during which a shop is to remain open or an eating establishment is to remain open. This means that both the customers on the one hand and the workers on the other are to be left to the mercy of those who would be in a position to make their voice heard with the Chief Commissioner.

Take, for instance, the various sections that are affected by this blanket power. We have both the big and the small shopkeepers having their shops side by side. We also know the amount of competition that is there between the big and the small shopkeepers. If certain very long hours are fixed with a spreadover with lunch interval and so on, if the opening hours are very early and the closing hours very late, we might see that the smaller shopkeepers will be suffering because with them there may be no attendants at all; they will themselves have to keep their shops open unlike the big shopkeepers who can pick and choose their time and pick and choose their employees.

Therefore, I have my doubts as to the wisdom of conferring this sort of blanket overall power on the Chief Commissioner. I certainly do not see how it is going to work out practically and how it is going to help in seeing that this particular demand that is there is definitely met.

Secondly, with regard to these hours, we are not clear as to what the spreadover will be and how exactly it will affect the workers. If the hours of opening are very early and the hours of closing very late, in a big city like Delhi, as has already been referred to

by one or two hon. Members who spoke earlier, it will adversely affect those who have to travel quite some distance between their places of work and their homes. Recently they have been demanding that the hours of work should be made shorter with a shorter lunch interval so that they are able to leave their houses at a reasonable hour and return at a reasonable hour. If these timings are changed and they have to leave their houses earlier and return very late, one wonders in what way they are getting any protection and in what way this legislation is going to help them. Of course, I do not personally see the Deputy Minister being swayed by human considerations very often. But it is a very human demand when people say that they would like to have more time with their families, they would like to have more time at home. It may be that in the evening they might wish to join evening classes to improve their educational qualifications. They may be wanting to visit the theatre; they might be wanting to spend their hours of leisure attending a music performance and so on.

I do not know why the hon. Deputy Minister is not able to give us a clear picture in regard to all this. It seems to me that if all these things were considered before this legislation was brought before the House, it was certainly the bounden duty of the Minister to have said that such and such things were covered by the Bill in such and such manner, and the interests of the shopkeepers, the smaller and the bigger ones, and of the employees were definitely being looked after. But I do not know how these have been looked after with the sort of measure that is brought here.

Apart from these, the Minister is well aware, and the Members of the House must also be, that there are a whole lot of other demands put forward by those who are working in these shops and establishments with regard to their hours of work and other things such as holidays, casual leave and so on. When this amendment was being brought forward, it would certainly have been far more helpful if we could have had a comprehensive measure which would meet many of these very urgent and pressing demands.

The hon Minister seems to be asking this side of the House to have patience....

Shri Abid Ali: No, I am not asking that.

Shrimati Parvathi Krishnan: There are certain demands. For instance, take festival holidays. We all know very well that the holidays that are given to those who work in these shops and establishments are not fixed, as they are fixed in the case of factory workers or workers in industrial establishments, employees of the Central Government and so on. Why is it that these people should also be denied what is very right for them to have? Why should they be denied the right of having these festival holidays? Why do Government not come forward with a measure to help them to get this right?

Then again, with regard to casual leave and privilege leave, time and again we hear how those who are employed in these establishments do not have these rights and are unable to get leave at very short notice when there is serious illness in the house and so on. Just at the whim and fancy of the employer, they can be chucked out of employment because they have not got the safeguards because of the defective legislation in that regard.

Then there is the question of medical aid which is also not there for them. We—particularly those of us who are here—all know of the various grievances that are there with regard to the contributory health service, but at the same time, something is better than nothing. I would certainly plead that at least these shop assistants should have this type of aid which would certainly help them to meet

[Shrimati Parvathi Krishnan]

many of their problems with regard to their health.

In conclusion, I would once again say that it would have been far more beneficial if we had a more comprehensive legislation where the rights of the workers on the one side and those of the smaller traders on the other would be safeguarded and they would not be left to the mercy of the Chief Commissioner who is now being given the complete right to fix whatever hours he likes during which the shops are to be kept open. Therefore, some method should be evolved by which on the one hand the interests of the smaller shopkeepers and on the other, of the customers—because we have heard the difficulties faced by very responsible and outstanding customers of our shops like Prof. D. C. Sharma and Shri Mahavir Tyagi—are safeguarded along with the interests of the employees. If we could have a legislation that would satisfy these people who form really the vast majority of the population of this city as compared to the few bigger shopkeepers and hoteliers, if such a legislation were to be brought forward, it would, certainly, be beneficial to all concerned. Of course, I know from experience that this may fall on deaf ears....

An Hon. Member: What?

Shrimati Parvathi Krishnan: The appeal that I am making.

Shri Tyagi: The lady is very uncharitable.

Shrimati Parvathi Krishnan: I would make an appeal. I am making this appeal....

Shri Tyagi: This is a most uncharitable remark. The Minister is very receptive, I must say.

Shri Narayanankutty Menon: Hard truths are sometimes quite unbearable.

Shrimati Parvathi Krishnan: I do not know why hon. Members, even before hearing what I am saying, should jump to conclusions.

But my appeal would be that this Bill should be withdrawn. So often the Opposition, the Private Members, do co-operate with Government and we withdraw Bills and Resolutions that we bring forward in the face of the promises of comprehensive legislation. I hope, in this case also, this piece of legislation, this Bill will be withdrawn and very speedily a comprehensive Bill will be brought forward for the approval of the House, which, I am sure, from the trend of the speeches I have heard till now, will be most willingly and readily given even when a very innocuous speech may be forthcoming from the hon. Deputy Minister.

Shri Balraj Madhok: As it is the Bill meets the demands of so many people; of course, it is not sufficient. I am not in favour of its being withdrawn.

श्री नवल प्रभाकर (बाह्य दिल्ली-रक्षित-अनुसूचित जातियां): सभापति महोदय, दिल्ली दूकान तथा संस्थान अधिनियम के संशोधन के निमित्त यह विधेयक यहां लाया गया है। जहां तक इस विधेयक का सम्बन्ध है मैं इस का स्वागत करता हूं किन्तु जो कुछ कठिनाइयां हैं, उन को मैं माननीय मंत्री जी की सेवा में निवेदन करना चाहता हूं।

एक कठिनाई यह है कि दूकानें खुलती हैं, लेकिन ध्यान देने की बात यह है कि वे नियमित रूप से खुलती हैं या नहीं, और कानून के ऊपर अमल किया जाता है या नहीं। यहां से बहुत से अधिनियम बनते हैं और वे लागू हो जाते हैं, किन्तु उन पर ठीक तरह से अमल नहीं होता। वही बात आज इस कानून के सम्बन्ध में भी है। मैं ने यह देखा है कि दूकानों पर छुट्टी का दिन घोषित किया होता है, लिखा होता है, किन्तु पिछले दरवाजे से दूकान चालू होती है और सौदा भी उसी तरह से बिकता है क्योंकि ग्राहक जब देखता है कि पिछले दरवाजे से सामान मिल सकता है तो वह उधर चला ही जाता है। मैं ने इस सम्बन्ध में कुछ जानकारी

लेने की कोशिश की तो ज्ञात हुआ कि दिल्ली प्रशासन के पास सात या आठ निरीक्षक या इन्स्पेक्टर हैं। दिल्ली में, जहां की साढ़े छब्बीस लाख की आबादी है और बहुत बड़ी संख्या में दुकानें हैं छोटी बड़ी, वहां पर कुल सात या आठ अथवा अधिक से अधिक दस या बारह निरीक्षक हैं। इतने निरीक्षक या इन्स्पेक्टर ठीक ठीक सब देख भाल कर सकेंगे, यह, मैं समझता हूं, उन की शक्ति के बाहर की बात है। यदि आप की वास्तव में उन कर्मचारियों के साथ, जो दुकानों पर काम करते हैं, हमदर्दी है तो यह आवश्यक है कि दुकानों द्वारा जो उन के खुलने और बन्द होने का समय है, उस का पालन हो, समय की जो पाबन्दी है वह ठीक ढंग से होनी चाहिये, और वह तभी हो सकती है जब कि उन से नियमों का कड़ाई के साथ पालन कराया जाय। जैसा मैं ने बतलाया, हालत तो यह है कि छुट्टी का दिन निश्चित है, किन्तु हिसाब किताब के बहाने से मजदूर या कर्मचारियों को बुला लिया जाता है और उन का सारा दिन उसी तरह से गुजर जाता है। समय भी कोई ठीक ठीक निश्चित नहीं है। सवेरे ७ बजे से दुकान खुलती है और रात को १० बजे तक खुली रहती है। आप कल्पना कीजिये उन लोगों की। आप बड़े आदमियों को छोड़ दीजिये, मुझे अपने निर्वाचन क्षेत्र में एक आदमी से मिलने का मौका मिला जो दुकान पर काम करते हैं। उन्होंने बतलाया कि उन का विवाह भी हुआ है परन्तु उन्होंने दिन के उजाले में अपनी दुल्हन की शक्ल नहीं देखी। इस से आप उन की स्थिति का अन्दाजा लगा सकते हैं। चूंकि ७ बजे दुकान खुलने का समय है इस लिये उनको ५ बजे उठ कर चलना पड़ता है क्योंकि तभी जा कर वह अपनी दुकान पर समय से पहुंच सकता है। अगर कोई आदमी सिविल लाइन में रहता है और करौलबाग में दुकान पर काम करता है तो वह ५ बजे अपने घर से चलेगा तभी तो ७ बजे पहुंच सकता है। वह ७ या ८ बजे दुकान पर जायेगा, दुकान खोलेगा, उस की सफाई करेगा, चीजों को लगायेगा और सजायेगा, तब जा कर दुकान का काम शुरू हो सकेगा। इसलिये मैं चाहता हूं कि दुकानों का समय ठीक ढंग से निर्धारित किया जाय। जो ग्राहक है, अगर उसे सौदा लेना है तो वह समय पर लेगा। अगर उस के आठ घंटे भी मुकर्रर कर दिये जायें तो वह आठ घंटों में भी ले सकता है, और अगर आप २४ घंटे भी दुकान के लिये मुकर्रर कर दें तो २४ घंटों में भी आदमी आ सकते हैं क्योंकि ग्राहक को २४ घंटे सामान बिकता दिखाई देगा। परन्तु मैं ने देखा है कि कितनी ही दूकानें हैं जहां पर काम ठीक समय पर से होता है, वह ठीक समय से खुलती हैं और ठीक समय से बन्द हो जाती हैं, ग्राहक को पता होता है कि अमुक अमुक दुकान अमुक अमुक समय पर खुलती हैं और अगर उसे सौदा लेना है तो उस को वहां समय से पहुंचना होगा। आप देखिये हमारा खादी ग्रामोद्योग भवन है, वह निश्चित समय पर खुलता है और ठीक समय पर बन्द हो जाता है, बीच में छुट्टी भी हो जाती है, परन्तु इससे उन की बिक्री में कोई कमी नहीं आती। वहां पर बिक्री उसी तरह चलती है जैसे कि दूसरी दुकानों पर। जिन दुकानों पर ईमानदारी है, सच्चाई है, वह ठीक समय पर खुलती हैं और उन की बिक्री उसी तरह से होती है, तो कोई वजह नहीं है कि उन के काम के लिये एक समय न निर्धारित कर दिया जाय और उस समय के अन्दर ग्राहक आयें और माल ले जायें।

मैं ने एक शिकायत कर्मचारियों की सुनी है, और वह यह है कि इतवार का दिन ऐसा होता है जो कि छुट्टी का दिन होता है। वे कहते हैं कि हम भी चाहते हैं कि छुट्टी हो, हमारे बहुत से मित्र हैं, सम्बन्धी हैं, प्रेमी हैं, हम उन से मिलना चाहते हैं। हमारा अपना सामाजिक व्यवहार है और उन को हम निभाना चाहते हैं। किन्तु क्यों नहीं पाते हैं और हम उन को निभा नहीं पाते हैं क्योंकि मित्र की छुट्टी तो इतवार को होती है और दुकान के कर्मचारियों की मंगलवार को होती है। मंगलवार के दिन और सब जीव तो दफ्तरों में होते हैं और दुकान के कर्मचारियों

[श्री नवल प्रभाकर]

की छुट्टी होती है और इतवार के दिन जिस दिन औरों की छुट्टी होती है उस दिन कर्मचारी दूकानों पर सौदा तोलते होते हैं । इस तरह की स्थिति है जिसके कारण जो सामाजिक जीवन के सम्बन्ध हैं उन के वे सम्बन्ध अच्छी तरह से नहीं बन पाते हैं । मैं चाहता हूं कि कुछ भी हो, एक दिन निश्चित किया जाये और उस निश्चित दिन को छुट्टी होनी चाहिये । चाहे वह इतवार का दिन हो या कोई और दिन हो, लेकिन सारी दिल्ली में उस दिन दूकान के कर्मचारियों के लिए छुट्टी होनी चाहिये । साथ ही दूकान की बिक्री के लिये एक निश्चित समय होना चाहिये और वह निश्चित समय आठ घंटों से अधिक नहीं होना चाहिये । बहुत से काम हैं, बहुत व्यापार हैं, बहुत सी फैक्टरीज हैं, कारखाने हैं, उन सब के अन्दर एक मजदूर आठ घंटे काम करता है जब कि दुकानों पर मजदूर को बारह चौदह और कभी कभी बीस बीस घंटों तक काम करना पड़ता है । आखिर वह इतनी देर तक क्यों पिसे ? उसको भी उतना ही अख्त्यार होना चाहिये आराम का जितना एक मजदूर को होता हैं । जिस तरह से निश्चित समय पर लोग दफ्तरों में आते हैं, वे दस बजे आते हैं और जैसे ही घड़ी की सुई पांच बजाती है, वे कुर्सी छोड़ कर चले जाते हैं,, उसी तरह से इन कर्मचारियों को भी अधिकार होना चाहिये कि वे ठीक समय पर अपनी ड्यूटी अदा कर के घर चले जायें । मैं समझता हूं कि इस तरह का प्रबन्ध होना चाहिये ।

आपने चीफ कमिश्नर को इस के लिये अधिकार दिया है । मैं चाहता हूं कि यह सदन उन अधिकारों के साथ यह बात भी जोड़ दे कि इन मजदूरों के साथ इंसाफ होगा और जो लोग दूकानों पर काम करते हैं उनको किसी भी सूरत में आठ घंटों से अधिक काम नहीं करना होगा । अगर किसी दूकान में काम ज्यादा है तो मालिक दो पालियो में काम पूरा कराए । मालिकों का क्या है, वह तो घंटे भर को आते हैं, बैठते हैं और चले जाते हैं लेकिन जो मजदूर आता है वह तो सुबह से शाम तक पिसता रहता है । अगर कोई ग्राहक नहीं होता तो भी देखता रहता है कि कब मालिक आएंगे और कब कहेंगे कि दुकान बढ़ाओ और मैं दुकान बढ़ा कर चलूंगा । अगर मालिक की समझ में आ गया कि आज सिनेमा देखना है तो वह कह जाता है कि आज मैं जरा देर से आऊंगा, और अगर वह ९ से १२ बजे तक के शो में चला गया तो नौकर बेचारा बैठा उसकी राह देखता है कि कब मालिक आए और कब वह उसको चाबी देकर अपने घर जाए । तो मैं चाहता हूं कि मजदूरों के साथ जो बरताव होता आया है उसमें आज के जमाने में परिवर्तन होना चाहिये । जब हम सबके साथ न्याय बरत रहे हैं तो कोई वजह नहीं कि इनके साथ भी न्याय न बरता जाए । मैं चाहता हूं कि किसी एक दिन सारी दुकानें बन्द रहें, और वह दिन इतवार हो । इससे यह लाभ होगा कि वे भाई जो कि एक दूसरे से बरसों नहीं मिल पाते आपस में मिल सकेंगे और उनका जीवन भी अच्छा होगा ।

आप यह कहेंगे कि इतवार को लोगों की छुट्टी होती है । अगर उस दिन सारी दुकानें बन्द रहेंगी तो वे सौदा कैसे करेंगे । आपको कैनाट प्लेस की मिसाल देना चाहता हूं । वह बाजार इतवार को बन्द रहता है तो क्या उनका माल नहीं बिकता । चांदनी चौक भी इतवार को बन्द रहता है तो क्या वहां के दुकानदारों का माल नहीं बिकता । मने देखा कि उनका सब से ज्यादा माल बिकता है । जिनको उनके माल की जरूरत होती है वे उसको खरीदते हैं । तो मैं चाहता हूं कि इतवार का दिन छुट्टी का दिन घोषित किया जाना चाहिये । उस दिन सब की छुट्टी हो, सब को पूरे दिन की छुट्टी का आनन्द मनाने का मौका मिले ।

मैं समझता हूं कि इन्सपेक्टरों की तादाद बढ़ानी चाहिए । अभी यह होता है कि कुछ

दुकानदार लालच के वशीभूत होकर छुट्टी के दिन भी अपनी दुकान का पल्ला खुला रखते हैं और सामान बेचते रहते हैं, इंस्पेक्टर आता है तो कह देते हैं कि हिसाब कर रहे हैं। यह चीज भी बन्द होनी चाहिए क्योंकि वे इस प्रकार दूसरे दुकानदारों को धोखा देते हैं। मैं चाहता हूं कि इन लोगों के साथ कड़ाई से व्यवहार होना चाहिए और कानून का पालन सख्ती से होना चाहिए।

बहुत सारी बातें कहीं जाती हैं। कहा जाता है कि सब्जी खराब हो जाती है। आज के जमाने में यह कहना कि कोई चीज खराब हो जाती है उचित नहीं है क्योंकि कोल्ड स्टोरेज खुले हुए हैं। वैसे भी जब सब्जी का भाव नरम होता है तो उनको कोल्ड स्टोरेज में रख दिया जाता है। यही छुट्टी के दिन भी किया जा सकता है। तो मैं समझता हूं कि यह कहना कि अगर एक दिन सबकी छुट्टी कर दी गयी तो सब्जी खराब हो जाएगी, सही नहीं है। आज भी सब्जी वालों ने कुछ दिन नियत किये हुए हैं जिस दिन छुट्टी रहती है। उस दिन कोई सब्जी खराब नहीं होती। सब्जी दूसरे दिन के लिए खरीद कर रखी जा सकती है और काम में लायी जा सकती है। इसलिए मैं चाहता हूं कि एक दिन सबके लिए छुट्टी होनी चाहिए और सब के साथ समान व्यवहार होना चाहिए।

जहां तक डाक्टरों का सवाल है डाक्टर भी इतवार के दिन शाम को दुकान बन्द रखते हैं। उस दिन शाम को कम्पाउन्डर नहीं आता। मैं चाहता हूं कि जिस तरह डाक्टर इतवार को एक वक्त दुकान बन्द रखते हैं इसी तरह शनिवार को भी एक वक्त बन्द रखें ताकि उनके नौकरों को पूरे दिन की छुट्टी मिल जाए।

श्री त्यागी : बीमारी की भी छुट्टी होनी चाहिए कि कोई आदमी इतवार को बीमार न पड़े।

श्री नवल प्रभाकर : त्यागी जी ने कहा कि बीमारी की भी छुट्टी होनी चाहिए। मैं तो चाहता हूं कि अच्छा हो कि जनता को प्राइवेट डाक्टरों की जरूरत ही न पड़े। सरकार को यह इन्तजाम करना चाहिए अस्पतालों के अन्दर कि हर आदमी को वहां पूर्ण सुविधा प्राप्त हो और उसको इलाज के लिए प्राइवेट डाक्टरों का दरवाजा न खटखटाना पड़े। मैं चाहता हूं कि वह दिन जल्द आए। मैं समझता हूं कि त्यागी जी इस बात को तो स्वीकार करेंगे।

श्री त्यागी : यह ठीक है।

श्री नवल प्रभाकर : तो मैं चाहता हूं कि इन तथ्यों को ध्यान में रखा जाए और समय का निर्धारण ठीक ढंग से और कड़ाई के साथ होना चाहिए और किसी भी सूरत में एक नौकर को आठ घंटे से ज्यादा काम करने के लिए मजबूर नहीं किया जाना चाहिए। कोई वजह नहीं है कि यह नियम दुकानों के कर्मचारियों पर लागू न किया जाए।

इन शब्दों के साथ मैं इस बिल का समर्थन करता हूं और चाहता हूं कि सदन की भावनाओं के अनुसार कार्रवाई हो।

श्री अजराज सिंह : सभापति जी, इस बिल की व्यवस्थाओं को देख कर मुझे आश्चर्य होता है और मैं सोचता हूं कि यह सरकार दिल्ली की सन् १९५४ की प्रादेशिक सरकार से आगे जा रही है या पीछे जा रही है। इस बिल में यह व्यवस्था की गई है कि चीफ कमिश्नर को यह अधिकार होगा कि वह चाहें तो १८ घंटे तक के लिए दुकान खोलने की इजाजत दे सकते हैं। इससे तो यह प्रमाणित होता है कि यह सरकार आगे नहीं जा रही है। सारे हिन्दुस्तान के राज्यों में काम के घंटे निश्चित करने का कानून है। इसलिए जो बाजार में कर्मचारियों के रूप में काम करते हैं उनके काम के घंटे भी निश्चित होने चाहिएं। यह भी होना चाहिए कि उनको

[श्री ब्रजराज सिंह]

कब से कब तक काम करना है। इसके पीछे भी एक सिद्धान्त है। सिद्धान्त यह है कि अगर उनको सारे दिन काम पर लगाया जाए तो उनको उस श्रम का उचित एवज नहीं मिल सकता। आखिर फैक्टरियों में और दूसरी जगहों में भी काम के घंटे निश्चित है और उनके पीछे भी वही सिद्धान्त है। उसके पीछे भी वही भावना है, और अगर यह भावना नहीं है तो ऐसा कानून लाने की जरूरत ही क्या है। हिन्दुस्तान के दूसरे राज्यों में पहले से काम के घंटे निश्चित करने के कानून मौजूद हैं तो फिर इन कर्मचारियों के काम के घंटे भी निश्चित होने चाहिए। इनको १५ घंटे काम करने के लिये बाध्य नहीं किया जाना चाहिए। आखिर उनसे आप क्या आशा करते हैं। उनका भी सामाजिक और राजनीतिक जीवन है, उनसे भी आप आशा करते हैं कि वे अखबार पढ़ें, क्लबों में जाएं, सभा सोसाइटियों में भाग लें और लोक सभा की कार्रवाई आकर देखें। तो आपको इन सब बातों पर विचार करने की जरूरत है। लेकिन मंत्री महोदय ऐसा बिल लाए हैं कि जो अन्य राज्यों के बिल के मुकाबले प्रतिक्रियावादी बिल हैं। मैं कह सकता हूं कि उत्तर प्रदेश का कानून इससे अधिक प्रगतिशील है। आज सन् १९६१ में चीफ कमिश्नर को यह अधिकार देना कि वह जैसा चाहे दुकानों को खोलने के घंटे निश्चित कर सकता है मैं समझता हूं उचित नहीं है। आज दुनिया आगे जा रही है, लेकिन यह तो पीछे जाना है कि चीफ कमिश्नर को इस प्रकार के अधिकार दिये जाएं। हमने सुना कि रूस ने चन्द्रमा में जाने के लिए एक स्पेशल शिप बनाया है और अमरीका भी ऐसा शिप छोड़ने वाला था लेकिन मौसम खराब होने की वजह से नहीं छोड़ पाया। लेकिन आज मंत्री महोदय इस प्रकार का बिल ला रहे हैं जो कि पीछे ले जाने वाला है। आज हमको पीछे नहीं आगे जाने की जरूरत है इसलिए मेरा निवेदन है कि ऐसी कोई व्यवस्था नहीं होनी चाहिए कि किसी एक व्यक्ति को इतने अधिकार दे दिये जाएं और वह चाहे जैसे उनका इस्तेमाल करे। इन लोगों के काम के घंटे निश्चित होने चाहिएं। यह सोचना कि अगर १३ घंटे या १५ घंटे दुकान खुली रहेगी तो ज्यादा बिक्री होगी सही नहीं है। यह तो डिमांड और सप्लाई का सवाल है। जितनी डिमांड है उसको ८ घंटे में पूरा किया जा सकता है। उसके लिए १५ घंटे तक दुकान खोले रहना तो समय की बरबादी करना है।

अभी भी बहुत से लोग निश्चित घंटों में अपनी दुकान खोलते हैं, लोग समझते हैं कि इनकी दुकान इस समय से इस समय तक खुलती है और उसी समय में उनकी बिक्री हो जाती है। जिसको उनके यहां से सामान लेना होता है वह उस समय के भीतर ले लेता है, इसलिये एक बात सिद्धान्त रूप से तय हो जानी चाहिये कि यह १५, १५ और १३, १३ घंटे किसी से भी काम लेना आज के जमाने में यह बिल्कुल गलत बात है और इस चीज का किसी भी हालत में समर्थन नहीं किया जा सकता। जिस तरह से सरकारी दफ्तरों में काम के घंटे आप ने निश्चित किये हुए हैं उसी तरीके से दुकानों पर काम करने वाले कर्मचारियों के भी काम के घंटे नियत कर दिये जायें। दुकानों में कोई उत्पादन कार्य तो होता नहीं है कि इस सीमा के बांध देने से उस पर असर पड़ेगा। उदाहरण के लिये लोक सभा को ही ले लीजिये। मैं उन लोगों में से हूं जो कि यह मानते हैं कि लोक सभा अगर और ज्यादा घंटे बैठा करे तो ज्यादा काम हो सकेगा। यहां पर जो लोग अपने अपने विचार प्रकट करते हैं उन को अपने विचार प्रकट करने का ज्यादा समय मिल जायेगा वह और अधिक अपने विचार प्रकट कर सकते हैं लेकिन दुकानों के बारे में यह चीज लागू नहीं हो सकती है। वहां पर कोई उत्पादन का सवाल नहीं होता

केवल चीजों की बिक्री होती है दुकान बजाय १५ घटे खुलने के अगर ८, १० घंटे ही खुले तो उस का कोई प्रतिकूल असर पड़ने वाला नहीं है और ग्राहक जो समय आप निश्चित करेंगे उन के अनुसार अपने आप को एडजस्ट कर लेंगे । इसलिये दुकानों के १३, १३ और १५, १५ घंटे खुलने की चीज को चैक करना चाहिये और उन के खुलने और बन्द होने के समय निश्चित कर दिये जाने चाहियें ।

इस बिल में चीफ कमिश्नर को जो दुकानों के बन्द होने और खुलने का समय निश्चित करने का अधिकार दिया गया है कि वह जैसा चाहें तय कर दें, मेरी समझ में इस तरह का अधिकार चीफ कमिश्नर को देना उचित नहीं है । सन् १९५४ में दिल्ली की विधान सभा ने दुकान कर्मचारियों को दृष्टि में रख कर दुकानों के खुलने और बन्द होने का समय नियत किया था। उस में कहा गया था कि गरमी के दिनों में दिल्ली में दुकानें ७ बजे खुल कर रात में १० बजे बन्द हुआ करेंगी और जाड़े के मौसम में ८ बजे सुबह खुल कर रात में ९ बजे बन्द हुआ करेंगी । मेरा कहना यह है कि इस में काम के घंटे बहुत अधिक रक्खे गये थे और दूसरे राज्यों में जैसे उत्तर प्रदेश में काम के घंटे इतने अधिक नहीं रक्खे गये हैं । होना तो यह चाहिये कि कम से कम कौनकरेंट लेजिस्लेशन में सेंटर स्टेट्स को सही लीड दे लेकिन इस में हम देखते हैं कि सेंटर स्टेट्स से पीछे रहा है । सरकार की तरफ से कहा जा सकता है कि हम उन के काम के घंटे ८ घंटे के ऊपर नहीं ला सकते हैं लेकिन यह पन्द्रह घंटे तो बहुत ही अधिक आपने रक्खे हैं और इन में अवश्य कमी की जानी चाहिये । आखिर दुकानों पर काम करने वाले कर्मचारी भी इन्सान हैं और उन को इतना समय तो हमें देना ही चाहिये जिस से वे कुछ लिख सकें, पढ़ सकें और अन्य सामाजिक आदि कार्यों में हिस्सा ले सकें लेकिन आप उन के काम के घंटे इतने अधिक तय करके इन सब कार्यों में हिस्सा लेने से उन को रोक देते हैं ....

श्री ब्र० द० पांडे (नैनीताल) : क्या ऐसा मुमकिन नहीं हो सकता कि कर्मचारी ८ या १० घंटे ही काम करें और दुकानें फिर भी खुली रहें ताकि ग्राहकों को कोई असुविधा न हो ? कोई ऐसी व्यवस्था की जानी चाहिये ताकि एक कर्मचारी जिस का कि काम का समय समाप्त हो गया हो उस की जगह पर दूसरा व्यक्ति काम करे और दुकान खुली रह सके ।

श्री ब्रजराज सिंह : ऐसा यहां इसलिये नहीं हो सकेगा क्योंकि आज जिन हालात में से हमारा मुल्क गुजर रहा है उस में दुकान के मालिकों की हमेशा यह मनोवृत्ति रहती है कि दुकान पर जो कर्मचारी काम करते हैं उन से अधिक से अधिक काम लिया जाय और वह खुद भी दुकान पर इस उम्मीद में बैठे रहना चाहते हैं कि क्या मालूम कब हमारे पांडे जी सरीखे ग्राहक सामान खरीदने के लिये आ जायें । इस कारण से मैं समझता हूं कि यह व्यवस्था मुमकिन नहीं होगी । यह बात तय कर देनी चाहिये कि किसी भी कर्मचारी से ८ घंटे से अधिक काम नहीं लिया जायेगा । इस के अलावा मैं यह भी कहना चाहता हूं कि दुकान के खुलने और बन्द होने का समय अगर निश्चित कर दिया जायेगा तो दुकानदार पर उस का कोई प्रतिकूल असर नहीं पड़ने वाला है मसलन अगर आप तय कर दें कि १० बजे से ७ बजे तक दुकान का समय रहेगा तो ग्राहक उसी समय के भीतर अपनी सब जरूरत का सामान खरीद लेगा । सारा सवाल अपनी आदतों को बनाने का है । बिक्री तो उतनी ही ८ घंटे में हो जायेगी जितनी कि १५ घंटे में होनी है । जनता की जरूरत के मुताबिक बिक्री होगी । श्रम मंत्री महोदय को यह सब सोच कर एक ऐसा कानून लाना चाहिये जो कि अन्य राज्यों के लिये एक आदर्श कानून बन सके लेकिन हम देखते है कि जहां १३ घंटे और १५ घंटे दुकान खोलने की व्यवस्था हम ने सन् १९५४ के कानून में रक्खी है वहां उत्तर प्रदेश में केवल ८ या ९ घंटे का ही समय फिक्स

[श्री ब्रजराज सिंह]

किया गया है। अब आप के इस पीछे की ओर ले जाने वाले लेजिस्लेशन का उत्तर प्रदेश में यह असर पड़ सकता है और वहां एक आन्दोलन चल सकता है कि दिल्ली की तरह हमें भी अपनी दुकानें ज्यादा समय के लिये खोलने की इजाजत मिलनी चाहिये। इसलिये कोई भी कानून बनाने से पहले हमें यह विचार कर लेना चाहिये कि कौनकरेंट लैजिस्लेशन जो हम करने जा रहे हैं वह सब राज्यों के लिये एक अच्छा उदाहरण और आदर्श बन सकेगा या नहीं।

यह बहुत आवश्यक है कि कर्मचारियों के काम के घंटे कम किये जायें और निश्चित कर दिे जायें। आज मुल्क में जनतन्त्र है और उस में सब को यह अधिकार हासिल है कि वह अपने विचार रक्खे, ज्ञान प्राप्त करे विद्याध्ययन करे और दुकानों के कर्मचारी तभी यह सब करने योग्य बन सकेंगे जब आप उन के काम के घंटे आज के मुकाबले कम करें और उन को नियत कर दें।

मैं यह कहे बगैर नहीं रह सकता कि आज जो आप यह व्यवस्था इस लेजिस्लेशन से कर रहे हैं वह प्रतिक्रियावादी है और हमारे माननीय मंत्री सिर्फ इस कारण से कि चूंकि कम्युनिस्ट मित्रों ने इस लेजिस्लेशन का विरोध किया है, हकीकत को नजरअन्दाज न कर दें। हमें कोशिश यह करनी चाहिये कि दुकानें ८ घंटे से अधिक न खुलें ताकि कर्मचारियों से ८ घंटे से अधिक काम न लिया जा सके। अगर आप आज इस चीज को पूरा नहीं कर सकते हैं तो इस को छः महीने बाद करिये या साल भर बाद करिये लेकिन इस तरह की व्यवस्था आप को देर सबेर निश्चित रूप से करनी होगी। खास तौर से दिल्ली की दुकानों के कर्मचारियों के लिये तो यह व्यवस्था बहुत ही आवश्यक है क्योंकि उन को कई कई मील चल कर दुकानों पर पहुंचना होता है, बसों की व्यवस्था सन्तोषजनक नहीं है और दूसरी सवारियां, कारें वह उन के बस की बात नहीं है और मैं ो कहूंगा कि उन के ही नहीं अपितु पार्लियामेंट के मेम्बर भी उन पर नहीं चल सकते हैं, मंत्री लोगों की बात अलबत्ता मैं नहीं कहता। जब दिल्ली में ट्रांस्पोर्ट की व्यवस्था उचित नहीं है और काफी दूर दूर से उन को दुकानों पर आना पड़ता है तो यह और भी जरूरी हो जाता है कि उन के काम के घंटे ८ घंटे से ज्यादा फिक्स न किे जायें। आप अगर आज यह चीज नहीं कर सकते तो साल भर बाद या ६ महीने बाद करे। लेकिन स कानून से यह मंशा कभी पूरी नहीं होगी। अब चीफ कमिश्नर को जो यह दुकानों का टाइम फिक्स करने का अधिकार दिया जा रहा है उस में होगा यह कि उन पर दुकानदार असर डाल सकते हैं और उन के पास जा कर कहेंगे कि गरमी जब अधिक हो जाती है और दोपहर को जब लू चलने लगती है तो उन को सुबह ६ या ७ बजे दुकान खोलने की इजाजत दे दी जाय और दोपहर में लू चलने के समय दुकान बन्द कर के थोड़ा वे आराम कर लिया करेंगे लेकिन मैं पूछना चाहता हूं कि दुकानदार तो आराम कर लेंगे लेकिन वह बेचारा कर्मचारी कहां जायेगा। उस का घर तो वहां से ४, ६ मील के फासले पर है और इस थोड़ी सी छुट्टी का वह क्या करेगा? इसलिये यह सारी बातें असम्भव हो जायेंगी और उन पर अमल नहीं हो सकेगा।

अन्त में मैं फिर यही कहूंगा कि सरकार को इस बारे में एक ऐसा लेजिस्लेशन लाना चाहिे जो कि दूसरे राज्यों के वास्ते एक आदर्श बन सके। जिस तरीके से दूसरे कर्मचारियों के लिये सुविधायें दी जा रही है उसी तरह से बाजार कर्मचारियों को भी सहूलियतें दी जायं क्योंकि आप यह क्यों भूल जाते हैं कि वह भी उसी तरह समाज का एक अंग है जैसे कि हम आप सब हैं। उन के साथ ज्यादा दिन तक उपेक्षा और लापरवाही नहीं बरती जा सकती

है। सरकार को उन की ओर ध्यान देना चाहिये और आवश्यक लेजिस्लेशन लाना चाहिये।

श्री राधा रमण (चांदनी चौक) : सभापति महोदय, यह विधेयक जो यहां दिल्ली की विधान सभा ने सन् १९५४ में एक कानून पास किया था उस के संशोधन के रूप में आज सदन के सामने आया है और मैं उस का स्वागत करता हूं। मैं इस संशोधन विधेयक का स्वागत इसलिे करता हूं कि पिछले ६, ७ वर्षों में जो मूल विधेयक था और जो दिल्ली में लागू हुआ उस के लागू हो के पश्चात् जो त्रुटियां और जो कमियां उस में नजर आई उन को दृष्टि में रखते हुए सरकार ने यह संशोधन विधेयक लाना उचित समझा है। और उसी विचार को ले कर यह विधेयक बनाया गया और हमारे सामने आया। इस विधेयक में कई बा ऐसी हैं जो पुरानी ुटियों को दूर करती हैं और कई बातें ऐसी हैं जो सम्भवतः उन की पूर्ति पूरे तौर पर नहीं करतीं। कुछ मित्रों ने चर्चा किया है कि हम देश में समाजवादी समाज की कल्पना करते हैं और उस दिशा में हल्के हल्के बढ़ना चाहते हैं। उस के लिये यह आवश्यक है कि इन सारे क्षेत्रों में इन सारे इदारों में जो जीवन से सम्बन्धित है, हल्के हल्के हम संशोधन करते जायें ताकि समाज का वर्ग जो कि आर्थिक दृष्टि से विबंल है, उस का जीवन स्तर भी हल्के हल्के ऊंचा उठ सके, वह भी आगे बढ़ सके। शाप असिस ट्स या दूकान कर्मचारियों का तबका एक ऐसा तबका है जो कि बहुत बरसों से दूकानदारों के हाथों पिसता चला आ रहा है। उन की न तो कोई नौक ी की शर्तों के बारे में कानून या कायदे थे और न ही उन के आने जाने के कोई नियम थे। जिस प्रकार से भी मालिक चाहता था, कर्मचारी से काम लेता था और उस से जितने भी फायदे उठा सकता था, उठाता था। उन की तरफ पहले हमारा कम ध्यान गया था। यही कारण है कि यहां की असेम्बली सन् १९५४ में स पर विचार किया और एक क. न बनाया जिस में संशोधन करने के लिये एक विधेयक आज यहां लाय। गया है और हम विचार कर रहे हैं।

सब से पहली बात इस विधेयक के सम्बन्ध में यह कहना चाहता हूं कि क्या ही अच्छा होता अगर एक आदर्श रूप में इस विधेयक को रखा जाता ताकि यह सारे देश में लागू किया जा सकता और राज्य सरकारें भी इससे कुछ फायदा उठा सकतीं। इस विधेयक को दिल्ली तक ही सीमित रखा गया है और जब इसको दिल्ली में ही लागू किया जा रहा है तो दिल्ली के कर्मचारियों से ही इस का ताल्लुक रह जाता है। मैं अब भी सरकार से प्रार्थना करता हूं कि यह जो विधेयक आया है और जिस के द्वारा मल विधेयक में संशोधन करना मकसद है, इसलिये इस को तो हम आज पास कर दें, मगर यह ध्यान में रखें कि सभी राज्यों में से इस वर्ग के कर्मचारियों की समस्याओं का निदान हो, उनके काम के घंटों के लिए कानून बने और जो सुविधायें दी जानी हैं, वे उनको कानून के तहत मिलें और साथ ही जो उनके जीवन की आवश्यकतायें हैं, वे मालिकों से उनको मिलें।

हमारे मित्र श्री नवल प्रभाकर ने कहा है कि दिल्ली में ज्यादा अच्छा हो कि हर किस्म की दूकान का एक ही वक्त खुलने का और एक ही वक्त बन्द करने का हो। उन्होंने इस बात का प्रचार किया है कि फिक्स्ड आवर्ज होने चाहियें और फिक्स्ड आवर्ज एक ही तरह के हों। दस से पांच तक हों या ग्यारह से छः बजे तक। इस तरह की बातें उन्होंने कही हैं। मैं समझता हूं कि यह बहुत ज्यादा प्रेक्टिकल बात नहीं होगी। इसका कारण यह है कि जो दूकानदार आज किसी भी मार्किट के अन्दर कोई काम करता है,

[श्री राधा रमण]

या किसी वस्तु को बेचता है, उसकी अलग अलग जरूरियात होती हैं और उन जरूरियात के मुताबिक ही दूकान खुलती और बन्द होती है । यह स्वाभाविक सी बात है कि अगर किसी की दूध की दूकान है, तो अगर उसको दस बजे से पांच बजे तक या ग्यारह बजे से छः बजे तक खोला जाता है और इस समय दूध की बिक्री की जाती है, तो शायद जो उसका दूध है, वह सड़ कर ही जाएगा और जो दूध पीने वाले हैं या दूध की चाय बना कर पीते हैं, वे दोनों के दोनों उससे वंचित रह जाएंगे । इसी प्रकार से किसी सब्जी वाले को अगर यह कहा जाता है कि वह नौ बजे या आठ बजे दूकान खोले और शाम को छः बजे या सात बजे दूकान बन्द कर दे तो मैं समझता हूं कि यह कोई उपयुक्त बात नहीं होगी । इस तरह की मांग के अन्दर मुझे कोई प्रेक्टिकल नजरिया सामने रखा गया हो, ऐसा दिखाई नहीं देता है । इसलिए मैं समझता हूं कि यह बहुत आवश्यक है कि कोई ऐसी आथोरिटी या ताकत किसी के हाथ में रहे जो इस बात का निर्धारण करे कि दूकानें मुकर्री वक्त पर तो खुलें और बन्द हों, आठ या दस घंटे वहां पर काम हो, जैसा भी मुनासिब समझा जाए वे खुलें और बन्द हों लेकिन उनके खुलने और बन्द होने का समय अलग अलग हो । अगर ऐसा किया जाता है तो इसमें कोई ऐसी बात नहीं है जिसको आपत्तिजनक कहा जा सके । इससे फायदा ही होगा । जो खरीदार लोग हैं वे उसी समय जा कर खरीदेंगे जब दूकान खुली होगी । बहुत से यूरोपियन कंट्रीज में और ऐसे मुल्कों में भी जिन को साम्यवादी मुल्क कहा जाता है इस बात का ख्याल जरूर रखा जाता है कि जैसे आवश्यकता हो उसके मुताबिक दुकानें खुलें और बन्द हों । यह सही है कि समय खुलने और बन्द होने का निर्धारित है, यह भी सही है कि जो कर्मचारी वहां काम करते हैं वे उतने ही घंटे काम करते हैं जितने घंटे कि उनको काम करना चाहिये, यह भी सही है कि जो कर्मचारी उन में काम करते हैं, उनको छट्टियां मिलती हैं, उनके साथ अच्छा बरताव होता है, मुनासिब तरीके से उनको तनख्वाह मिलती है । इन सब चीजों को वहां देखा जाता है और इनका समुचित इंतिजाम किया जाता है मगर इस पर वहां भी कोई बहुत ज्यादा दबाव नहीं डाला जाता है कि दुकानें सिर्फ एक ही वक्त खुलें और एक ही वक्त बन्द हों । अगर इस तरह की चीज यहां की जाती है और सरकार अगर बिल के अन्दर कोई इस प्रकार के बन्धन लगाती है तो वह मुनासिब बात न होगी ।

यहां पर यह भी कहा गया है कि चीफ कमिश्नर को उनके अन्दर बहुत वाइड पावर्ज दी गई है । इसमें सन्देह नहीं कि एक आथोरिटी को हमने मुकर्रर किया है कि इस बिल के अन्दर और एक धारा के मुताबिक चीफ कमिश्नर को इस बात का अख्तियार दिया है कि वह जैसा भी मुनासिब समझे इलाके तथा काम की स्थिति को देखते हुये और संख्या को देखते हुये समय निर्धारित कर दे और कर्मचारियों की आवश्यकताओं को ध्यान में रखते हुये उन दूकानों को खुलवाये और बन्द कराये । मैं समझता हूं कि चीफ कमिश्नर की पावर्ज इतनी वाईड नहीं होनी चाहियें थीं । मैं अनुरोध करूंगा कि सरकार अगर इस पर अब भी विचार करे और चीफ कमिश्नर को जो ताकत दी जा रही है वह उसी हद तक दी जाए जो लाजिमी है, तो ज्यादा अच्छा होगा और यदि ऐसा किया गया तो बहुत सारी दिक्कतें साफ हो जावेंगी । कोई कितना अच्छा भी इन्सान क्यों न हो, उसकी नीयत कितनी भी नेक क्यों न हो, कितनी ही

अच्छी तरह से एडमिनिस्ट्रेशन को रन क्यों न करता हो वह कहीं न कहीं दबाव में आकर ऐसा काम कर सकता है जो एक वर्ग के लिये तो फायदेमन्द साबित हो और दूसरे के लिये उतना फायदेमन्द साबित न हो। वह कितना भी ईमानदार क्यों न हो, उसके दिल और दिमाग पर कभी असर पड़ सकता है, किसी के असर में आकर कुछ काम कर बे सकता है। जितनी पावर्ज चीफ कमिश्नर को दी गई हैं वे न देकर सिर्फ उतनी ही दी जातीं जो लाजिमी थीं, तो अच्छा रहता। कई बातें ऐसी थीं जो हम बिल में ही निर्धारित कर सकते थे। हम एक शेड्यूल बना सकते हैं जिसमें कह सकते थे कि इस काम को करने वाली दूकानें इस वक्त से इस वक्त तक लगी और बाकी की दूसरी चीजों के लिये, हम अपने हाथ में ताकत रखते और उसका इस्तेमाल करते। उनके बारे में जैसा हम मुनासिब समझते कर सकते थे। अगर ऐसा किया गया होता तो जो डर यहां प्रकट किया गया है, वह प्रकट न किया जाता और हमें पता चल जाता कि चीफ कमिश्नर इन कामों के लिये दूकानें खुलवाने और बन्द करवाने का फैसला कर सकते है। इससे काफी आसानी हो सकती थी।

आप धीरे धीरे दूकानदारों और कर्मचारियों दोनों को इस बात की आदत डाल रहे है, कि वे समय पर काम करें और समय पर दूकानें खोलें और बन्द करें। यह सही है कि बहुत से दूकानदार ऐसे है जो शाप्स एंड एस्टैब्लिशमेंट्स के बारे में जो कानून है, उसके अनुसार कहने को तो अमल करते है, लेकिन असल में वैसा नहीं करते है। एक तरफ तो ऐसे दूकानदार है दूसरी तरफ वे इंस्पेक्टर भी है जो दूकानें अगर समय से पहले या बाद में खुली भी होती है तो जब उनके हाथ में दस बीस रुपये का नोट पकड़ा दिया जाता है तो दूकानों को खुला रहने देते है और उन दूकानदारों के खिलाफ कोई एक्शन नहीं लेते। कर्मचारी भी अगर कोई गलत काम करते हैं तो अगर इंस्पेक्टर के हाथ में वे एक दो रुपये थमा देते हैं तो उस गलत काम को भी नजरअन्दाज कर देते हैं, उसकी चश्मपोशी कर देते हैं। इस सब का असर अगर दूकानदार पर हम मढ़ने लग जायें तो भी ठीक नहीं होगा और अगर सरकारी मुलाजिम पर इसका इल्जाम लगाने लग जायें, तो भी ठीक नहीं होगा। इस वास्ते हल्के हल्के इन सब बातों को हमें सुधारना है। अगर आप यह कहें कि फलां फलां दूकानों के खुलने का यह वक्त होगा और बन्द होने का यह, कपड़े की दूकानों का एक होगा, सब्जी की दूकानों का दूसरा होगा, दूध की दूकानों का तीसरा होगा, तो मैं समझता हूं कि जो खरीदार है वह उसी समय चीजें खरीदने के लिये जायेगा जब दूकानें खुली होंगी और खुलने से पहले और बन्द होने के बाद के वक्त में नहीं जायेगा। खरीदार की आदत यह नहीं है कि वह बेवक्त जाकर सौदा खरीदे। हजार में एक या सौ में एक आध ऐसा खरीदार हो सकता है जो बेवक्त जाकर किसी चीज को खरीदता है, लेकिन ९९ प्रतिशत आदमी आपको ऐसे मिलेंगे जो वक्त पर जाकर खरीदते हैं। जब यह चीज हो जायेगी तो न इंस्पेक्टर जाकर कोई ऐसी बात कर सकेगा, न कर्मचारी वक्त से पहले जा सकेंगे न ही दूकानदार वक्त से पहले दूकानें खोल सकेगा, क्योंकि उसे मालूम होगा कि बेवक्त कोई खरीदारी नहीं करेगा। कुछ चीजें हैं जिनकी आदतें हमें लोगों में डालनी है। लेकिन आज हमारी ऐसी आदत हो गई है कि कानून बना कर और कानून की लाठी से ही हम हर चीज को संभालना चाहते है जिसका नतीजा यह होता है कि बात बनती नहीं है, बिगड़ती चली जाती है क्योंकि लोग समझते है कि कानून बनते रहते है, कानून को इम्पोज करना उन लोगों का काम हो गया है जिनके लिये वह बनाये जाते है। इसलिये जो कानून की पैरवी करने वाले सरकारी मुलाजिम होते है वह भी समझते है कि उनके हाथ में एक और लकड़ी आ गई है जिसके जरिये

[श्री राधा रमण]

से उनकी आमदनी पहले से ज्यादा बढ़ जाएगी। इस लिये हमारे लिये इस बात की आवश्यकता है कि हम हलके हलके समाज को इस बात के लिये तैयार करें कि वह इन चीजों की रोक करे, हम इस को जनता की संजीदगी के ऊपर छोड़ें। उनके लिये कानून न लाकर हम जनता को इस बात से आगाह करें कि यह समय है कर्मचारियों के आने का, यह वक्त है उनके जाने का, यह वक्त है खरीदने का और यह वक्त है न खरीदने का। तमाम शख्स जब अवेअर हो जाते हैं इसकी निस्बत तो फिर इस सदन का समय इसके लिये लेने की जरूरत नहीं है। सभी लोग अच्छे रास्ते पर चलना चाहते हैं, गलत रास्ते पर जाना बहुत कम लोग चाहते हैं। इसलिये मैं समझता हूं कि इस बात की बड़ी आवश्यकता है।

इसलिये मुझे इस बिल का स्वागत करने में बड़ी खुशी है। पिछले विधेयक में यह बात साफ नहीं थी कि जो कानून इस बारे में बनाए जाएंगे, दिल्ली शाप्स ऐंड एस्टेब्लिशमेंट्स (अमेंडमेंट्स) बिल जो होंगे, उन कानूनों को सदन के सामने रक्खा जाय तो दोनों हाउस उन पर गौर कर सकते हैं और तमाम कानूनों पर वे अपनी नुक्ताचीनी कर सकते हैं, और राय में उनमें सुधार और संशोधन भी कर सकते हैं। आज तक यह कमी थी। मैं समझता हूं कि यह बहुत जरूरी है क्योंकि जो कानून बने, अगर उनके नुमाइन्दों के जरिये वह पास न हो, अगर उनके दिल व दिमाग को वह यहां न रख सके तो ऐसी सूरत में यह कानून भले ही बनाये जाएं और लागू कर दिये जायें, उनसे शायद लोगों को तकलीफ ज्यादा होती है, उनमें कमी होती है। इसलिये मैं समझता हूं कि इस बात की जरूरत है कि हम अपने मुल्क को और समाज को हलके हलके इस बात के लिये आमादा करें कि वह इन कानूनों को सही तरीके पर और ईमानदारी से, नेकनियती से, अपने ऊपर लागू करें, अपने ऊपर रिस्ट्रेंट रख कर, उन पर अमल करने की ख्वाहिश रक्खें। मेरा अपना ख्याल ऐसा है, और दूसरे भाइयों ने भी इसका जिक्र किया है, कि अपने समाज के अन्दर एक इस किस्म की किज्ञा पैदा होती जाती है, एक हवा बनती जाती है कि दूकानें १० बजे खुलेंगी और ६ बजे बन्द होंगी या १० बजे से खुलकर १ बजे बन्द होगी फिर ४ या ५ बजे खुल कर ८ या ९ बजे बन्द होंगी, और आम लोग इस पर अमल करने लगते हैं और उनकी ख्वाहिश नहीं होती उस टाइम को गड़बड़ करने की या चोर दरवाजे से खुलवा कर चीजों को खरीदने की। १ या २ परसेंट ऐसे हो सकते है जिनके हाथों से गलत काम हो सकते है, लेकिन अब वक्त आ गया है उनकी अक्ल भी दुरुस्त हो जायेगी और वह अच्छे काम करने लगेंगे। ऐसा होना चाहिये कि एक फिक्सड अवर, फिक्सड टाइम को लेकर आपको बढ़ना चाहिये और वह चीज चलनी चाहिये। अगर ऐसा हुआ तो इसमें शक नहीं है कि हम देखेंगे कि हमारी सब तकलीफें खत्म हो जायेंगी और किसी भी चीज को, एक दाम पर और किसी भी दूकान से निश्चित टाइम पर, हम हासिल कर सकेंगे और तश्फी और तसल्ली पा सकेंगे।

16.13 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

मैं इन चन्द शब्दों के साथ इस बिल का समर्थन करूंगा और यह उम्मीद करूंगा कि इस बिल को पास करने के बाद सरकार इस बात पर गौर करेगी कि वह आइन्दा एक ऐसा अच्छा बिल लाए जो कि ज्यादा कांप्रिहेन्सिव हो और जिसके अन्दर तमाम चीजें शामिल हों, जिसके मातहत तमाम राज्यों में जितने भी कर्मचारी दूकानों पर काम करते है वह आ सकें और तमाम दूकानदार इस कानून पर अमल करें और अपने कर्मचारियों को आराम पहुंचा सकें।

श्री च० कु० नायर (बाह्य दिल्ली) : उपाध्यक्ष महोदय, जो सन् १९५४ में शाप्स ऐंड एस्टैब्लिशमेंटस ऐक्ट दिल्ली विधान सभा ने बनाया था, उस के अमेंडमेंट की शक्ल में यह बिल पेश किया गया है । इस में चीफ कमिश्नर को टाइम मुकर्रर करने का अधिकार दिया गया है । इस का यह मतलब नहीं है, जैसा कि हमारे श्री ब्रजराज सिंह ने फरमाया कि सारा हिन्दुस्तान आगे बढ़ रहा है लेबर राइट्स के बारे में और दिल्ली पीछे जा रहा है क्योंकि चीफ कमिश्नर को इस बात का पूरा अधिकार दिया गया है । ऐसा मालूम होता है कि वह एक बहुत बड़ी गलतफहमी में मुब्तला हैं और इसी वजह से उन को ऐसा मालूम होता है । असल में जो सन् १९५४ का ऐक्ट है, उस में ही टाइम मुकर्रर हो चुका है कि आठ घंटों से ज्यादा कोई दूकानदार या एस्टैब्लिशमेंट अपने नौकरों से काम नहीं ले सकता । चीफ कमिश्नर को केवल यह अधिकार दिया जाता है कि वह समय मुकर्रर करे क्योंकि दिल्ली में सर्दी और गर्मी के दिनों में बहुत फक है । हम देखते है कि हमारी गवर्नमेंट आफ इंडिया में भी जो नेवी है, एअर फोर्स है, उस के दफ्तरों का काम सवेरे साढ़े सात बजे से शुरू हो जाता है और डेढ़ या दो बजे तक खत्म हो जाता है, जब कि बाकी के आफिसेज दस बजे से पांच बजे तक काम करते हैं । इसी तरह से यह रिवाज और डिपार्टमेंट्स में भी है, और होनी भी चाहिये । अगर काम दस बजे शुरू कर दें और पांच बजे खत्म करें, तो गर्मियों में जरा मुश्किल हो जाती है और इसी लिये बीच में जरा आधा का टाइम दे दिया जाता है । इस लिये इस सिलसिले में कुछ एजिटेशन शाप असिस्टेंट्स के बीच पैदा हुआ था और उसे खत्म करने के लिये, उन को तसल्ली देने के लिये, यह बिल पेश किया गया है । इस का मकसद केवल यह है कि चीफ कमिश्नर को यह अधिकार दिया जाता है कि वह समय निश्चित करे, इस में कोई अनल्म अधिकार उस को नहीं दिया जाता है । उस को कोई बहुत ज्यादा या अनकंट्रोल्ड पावर्स नहीं दी जा रही हैं । केवल टाइम मुकर्रर करने की बात है और वह भी अलग अलग जगहों के लिये अलगअलग टाइम मुकर्रर करने की आवश्यकता है । जैसे सब्जी मण्डी है, चाहे सर्दी हो या गर्मी हो पांच बजे सवेरे से सब्जी का काम शुरू हो जाता है और दस या ग्यारह बजे तक ९० फी सदी काम खत्म हो जाता है । इस लिये उन का टाइम दस बजे से मुकर्रर करने में कोई अक्लमन्दी नहीं है । असल में बात यह है कि दिल्ली के अन्दर जहां २६ लाख की आबादी है, इस कानून के मातहत बहुत से कर्मचारी आ जाते हैं, उन के अधिकारों की रक्षा के लिये यह कानून लाया जा रहा है, और मैं समझता हूं कि सन् १९५४ में कानून पास होने के बावजूद उन गरीबों के अधिकारों की रक्षा नहीं हो रही है । इस वजह से भी यह कानून अभी लाना पड़ा ।

इस में एक और चीज मैं कहना चाहता हूं यह अच्छा होता यदि इस के साथ उन की फैसिलिटीज में भी जा कर कोई तसल्लीबख्श कानून हम पास करते, लेकिन इस में ऐसा नहीं किया गया, और मैं ऐसा मानने वाला हूं कि मजदूरों के अधिकार उन की संगठित शक्ति के जरिये पैदा होते हैं । उन को अधिकार तो दिये गये सन् १९५४ में, लेकिन अब तक वे उन अधिकारों को पूरी तरह से प्राप्त नहीं कर पाये । इसकी वजह यह है कि उनके अन्दर भी संगठन की कमी है । परन्तु वह संगठित होते जायेंगे तो उन को अधिकार मिलेंगे ही । मैं समझता हूं कि इस कानून का पास करना भी एक कदम है उन के अधिकारों की रक्षा के लिये । इस के पास हो जाने से उन लोगों में ज्यादा जागृति पैदा होगी । अलग अलग सबकों में, शाप असिस्टेंट्स और दफ्तरों में काम करने वाले नौकर जितने भी हैं वे अपना संगठन कर के चीफ कमिश्नर से मिल सकते हैं, अपनी दिक्कतों को बतला

[श्री च० कृ० नायर]

सकते हैं, उन के लिये जो कन्वीनिएंट टाइम हो सकता है उस के मुताबिक वह अपना समय निर्धारित करा सकते हैं, और मैं समझता हूं कि चीफ कमिश्नर साहब भी अपनी मर्जी के मुताबिक, मनमाने ढंग से टाइम मुकर्रर करने वाले नहीं हैं। हमारे जैसे नुमाइन्दों से सलाह मश्विरा कर के ही वह टाइम मुकर्रर करेंगे। इस लिये उन को कोई ज्यादा पावर दी जा रही है, इस बिल के अन्दर, यह कहना सच्ची बात नहीं है। अगर पार्लियामेंट बैठ कर के दिल्ली के शाप असिस्टेंट्स और एस्टैब्लिशमेंट्स के नौकरों के लिये दूकानों के खुलने और बन्द होने का समय तक मुकर्रर करने लगे तो बड़ी मुश्किल हो जायेगी क्योंकि अगर इस तरह से उन लोगों को कोई शिकायत रह गई, तो उन की सुनने वाला कौन हो सकता है। उन को उसे इस पार्लियामेंट में ही लाना होगा और यह गलत बात होगी। इस लिये दिल्ली के जो मुख्य ऐडमिनिस्ट्रेटर हैं उन को जो यह अधिकार दिया जाता है वह बहुत माकूल है और मैं समझता हूं कि वे दुकानदारों नौकरों और दिल्ली की पब्लिक के नुमाइन्दों से सलाह मश्विरा कर के टाइम मुकर्रर करेंगे। जितने घण्टे उन को काम करना है वह तो आलरेडी सन् १९५४ के ऐक्ट में निर्धारित है और इस लिये उस को कम करने का या घटाने का कोई अधिकार उन को नहीं रहेगा। उन को केवल टाइम मुकर्रर करने का अधिकार होगा। लेकिन अफसोस यह है कि इस कानून पर अमल कम होता है और उसकी वजूहात है। जैसा मैंने पहले कहा हमारे मजदूरों में और शाप असिस्टेंट्स में संगठन की कमी है। मेरा विचार है कि अगर ज्यादा इंस्पेक्टर नियत किए जाएं तो कानून पर पर ज्यादा अच्छी तरह अमल होने लगेगा और अभी जो बहुत सी शिकायतें सुनने में आती हैं वे कम हो जाएंगी। इसलिए मैं इस बिल का स्वागत करता हूं और उम्मीद करता हूं कि जल्दी, एक दो साल के अन्दर ऐसा कानून लाया जाएगा जिससे कि दिल्ली के शाप असिस्टेंट्स और दूसरे मजदूरों के अधिकारों की ज्यादा अच्छी तरह से रक्षा की जा सकेगी।

चौ० रणवीर सिंह (रोहतक): उपाध्यक्ष महोदय, मैं इस बिल का स्वागत करता हूं, इसलिए नहीं कि मुझे इस बात का शौक है कि चीफ कमिश्नर को और ज्यादा अधिकार दे दिए जाएं। उनके पास पहले से ही काफी अधिकार है और उनके पास बहुत काम है।

कई भाई जो इस वक्त सोचते हैं तो वे दुकानदार और उसके नौकरों की समस्याओं से बाहर जाकर नहीं सोचते। लेकिन इनके साथ साथ खरीदार का भी सवाल आता है और उसकी भी सहूलियत का ध्यान रखना चाहिए। और हर किस्म के दुकानदार के अलाहिदा अलाहिदा किस्म के खरीदार होते हैं। कई खरीदार बाहर से आते हैं और कई आसपास के मकान से उठकर दुकान पर सामान लेने चले आते हैं। तो अलाहिदा अलाहिदा किस्म की दुकानों के अलाहिदा अलाहिदा किस्म के खरीदार है और उनको अलग-अलग तरह की सुविधा की जरूरत होती है। यह कहना कि इन बातों का अन्दाजा यह सदन या कोई विधान सभा लगा सकती है, गलत है।

ब्रजराज सिंह जी ने कहा कि यह प्रतिक्रियावादी कानून लाया गया है। लेकिन मैं इस बात को नहीं मानता, यह तो उससे उलटा है। इससे तो यह साबित होता है कि आज लोगों के आराम और तकलीफ का सरकार पर कितना असर होता है, और लोगों के आराम के लिए ही सरकार मजबूर हुई है यह कानून लाने के लिए।

यह कानून लोगों के हकों को छीनने के लिए नहीं लाया गया है यह तो लोगों को आराम पहुंचाने के लिए लाया गया है।

मैं न दुकानदार हूं और न दुकानदारों से मुझे बहुत सम्बन्ध है, खास तौर से दिल्ली के दुकानदारों से, लेकिन दिल्ली के दुकानदारों में और रोहतक के दुकानदारों में ज्यादा अन्तर नहीं है। कुछ दुकानदार मेरे मतदाता जरूर हैं। मुझे मालूम है कि इन दुकानदारों के पास कई तरह के इंस्पेक्टर आते हैं। मेरे दूसरे भाइयों ने बताया कि कानून पर ठीक अमल होने के लिए यह जरूरी है कि दुकानदारों के पास इंस्पेक्टर जाए। इससे काम ठीक हो सकता है। लेकिन उनके पास तरह तरह के इंस्पेक्टर आते हैं और अलग-अलग समय पर आते हैं और अलग-अलग सवाल लेकर आते हैं। इस तरह से इन इंस्पेक्टरों की तादाद भी बहुत बढ़ जाती है जिससे दुकानदारों को दिक्कत होती है और सरकार का भी बहुत खर्चा होता है।

यह ठीक है कि लेबर का इंस्पेक्टर दुकानदारों के पास जाना चाहिए और इस बात की जांच पड़ताल होनी चाहिए कि नौकरों से कहीं ८ घंटे से ज्यादा तो काम नहीं लिया जाता। लेकिन मेरा सुझाव है कि एक इंस्पेक्टर के जिम्मे चार पांच इंस्पेक्टरों का काम कर दिया जाए ताकि वह एक साथ सब बातों को देख सकें। अभी कोई इंस्पेक्टर बाट देखने आता है। कोई दूसरी चीज देखने आता है। मैं समझता हूं कि यह ज्यादा मुश्किल नहीं होगा अगर इन इंस्पेक्टरों को चार पांच बातें देखने की ट्रेनिंग दे दी जाए। हमारे सामने भी तरह तरह की शिकायतें आती हैं और हम उनको समझाने की कोशिश करते हैं। इसी तरह से मैं समझता हूं कि यह बहुत मुश्किल नहीं होना चाहिए जो लेबर का इंस्पेक्टर हो उसको दूसरे काम करने की भी ट्रेनिंग दी जाए। वह यह देखे कि मजदूरों से ८ घंटे से ज्यादा काम न लिया जाए, साथ ही बाट और नाप वगैरह भी देख ले। इससे सरकार का पैसा भी बच सकता है और दुकानदारों को भी सुविधा हो सकती है।

इसके अलावा खरीदार का भी हमेशा ध्यान रखा जाना चाहिए। जैसा कि नायर साहब ने कहा, यह जो अधिकार चीफ कमिश्नर को दिया जा रहा है वह उनकी एडवाइजरी कमेटी को पहुंचता है। और जो लोग शिकायत करते हैं उनकी एसोसिएशन को भी पहुंचता है। जो हमने पहले कानून बनाया था उसमें हमने सब चीज बांध कर रख दी थी और न चीफ कमिश्नर को अधिकार था, न एडवाइजरी कमेटी को अधिकार था। इसलिए लोगों की शिकायत कोई सुनने वाला नहीं था। यह अच्छा हुआ कि यह कानून आया, इसके द्वारा लोग अपनी शिकायत दूर करवा सकेंगे और अपनी आवाज चीफ कमिश्नर तक पहुंचा सकेंगे। मैं इस बिल का स्वागत करता हूं।

Dr. M. S. Aney (Nagpur) *rose—*

Mr. Deputy-Speaker: Ordinarily I should now call the hon. Minister, but if Dr. Aney wants a little time, he may have it.

Dr. M. S. Aney: I want only three or four minutes. If you want, you can curtail that.

Mr. Deputy-Speaker: Yes, he may take three or four minutes.

Dr. M. S. Aney: Sir, I welcome this Bill and I support it also. This Bill is a very important step that is taken by the Central Government. One of the responsibilities which the Government of India have assumed is

[Dr. M. S. Aney]

that of becoming a welfare state. Along with it, it has also assumed the responsibilities of preparing a disciplined nation. If these two responsibilities are to be observed properly, one of the first things that we ought to do is to see that our shops and business places show some kind of a discipline which is to be observed there. One of the ways for doing that is to introduce the principle of observance of some kind of time and punctuality among them. This Bill intends to bring about that important thing. I am not against the workers and labourers having proper conditions of work. That is important. But in my opinion there should be some discipline in people, both in the customers and among the shopkeepers. That will be introduced when it becomes a matter of habit. It is very important in my opinion. Therefore I welcome this Bill.

But I have one observation to make.

The responsibility for making the law in this country is on the legislature, but in this Bill what we find is that we are taking advantage of the delegation clause instead of discharging that responsibility ourselves. We have delegated all our powers to a certain authority leaving it to his discretion to work out the scheme and carry out the function of the legislature. The delegation that is made here is very sweeping. The legislature should have been able to law down some kind of a schedule showing the hours of opening and closing particular types of shops and so on. Had that been done, it would have given guidance not only to the shops of Delhi but it would have become a model legislation for other States also to follow. This, in my opinion, is a very big defect. But, anyhow, it is a good beginning that is made. I hope the authority to whom the power is delegated, namely, the Chief Commissioner of Delhi, in carrying out these objects will certainly bear in mind the suggestions that are made here to make it a model legislation and to make its working smooth, effective and turn this city of Delhi, particularly, the markets of Delhi; into a model place of doing business.

With these few remarks, I support this Bill.

Shri Balasaheb Patil (Miraj): Mr. Deputy-Speaker, Sir, I really do not understand the object of bringing forward this amending Bill because it is really superfluous and not necessary. It has been stated in the statement of objects and reasons that the Bill wants to change the rigid timings. But the original Act had stated that the shops should open in the morning at 7 and should not be open after 9 in the evening.

Therefore, the option is given to the shop owners and employers to open and close the shop. There is no rigidity in that, because section 15 of the Act is very clear about that. It says:

> "No shop or commercial establishment shall open earlier than seven o'clock in the morning and close later than ten o'clock in the evening in the summer."

Therefore, if any shop owner or employer wants to open the shop at 10 A.M. he is at liberty to do so, or if he wants to close it earlier than 10 P.M. he is at liberty to do that.

Mr. Deputy-Speaker: But one who wants to open at six o'clock....

Shri Balasaheb Patil: He cannot do so.

Mr. Deputy-Speaker: Then there is that rigidity.

Shri Balasaheb Patil: There is. The intention of the hon. Minister appears to be to extend the time. As a matter of fact, the Bill can be looked at from three points of view.

One is that of the shop owners. There is no question there. Because, whosoever wants to work, he may

work for twelve, thirteen or fourteen hours, just as in the case of the doctor or the advocate. When the whole world is having a holiday, more work comes to the advocate and he has to work for his own benefit. So also, if the shop owners or establishment owners want to work for their own benefit for twelve, thirteen or fourteen hours, they can do so. There is no objection to that.

The next question is about the employees. When Shri S. M. Banerjee was speaking, the hon. Minister intervened and said that there is a fixity of the working hours. If it is eight hours, the workers may start at 7 A.M. but they may go when the eight hours are completed. So there is no question of changing the opening and closing hours for the employees, because the working hours of an employee do not depend upon the opening and closing hours.

The third point of view will be that of the customer. The customer does not care when the shopkeeper opens or closes the shop. When he likes to go, he goes and purchases whatever he wants to purchase.

Therefore, this Bill is not necessary at all. The original section and the provisions as they stand are clear and sufficient. The only thing is, if you want to extend the time, then alone the amendment is needed.

The real question is about the workload that is placed on the employees, and the Ministry ought to have brought forward a Bill in respect of that. What is the number of these workers in Delhi, how long do they work, when do they come to the shop and when do they go—all these things should have been studied and a Bill brought forward, providing also for remuneration for over-work. Suppose an employee works for twelve, thirteen or fourteen hours. He must be paid overtime for that. A bill providing for such things should have been brought, not this Bill about opening and closing the shop.

Even with regard to this measure, my submission will be that when the inquiry is to be held, the first person or persons to be asked should be the persons staying in the locality. Suppose a person is staying in Chan Chowk. A huge business takes place there, from about four o'clock in the morning till about 1 A.M. in the night. The whole place is busy and full of people, and there is so much noise. Suppose a person is staying there and he comes back from office or from some other business. He cannot even sleep. And, in regard to hotels, they are given permits that they can have music. So this goes on. So the first question should be the requirements and the conveniences of the people of the locality in which the shops are to be opened and closed.

Then there are some roadside shops. For instance, in Chandni Chowk on Sunday we find a lot of shops. The whole area and all the regular shops are closed under the rules, but on the pavement there are thousands and thousands of shops going on. I think the same shopkeepers give their wares to other persons and are selling the same goods on the pavements. If you cannot check this trade, then try to rehabilitate these persons. Provide them with some tenements, place them there and then check their trade.

Then, there was the question about price fixation lists. Since we are dealing with the law in Delhi, I would like to say that in Chandni Chowk, for instance, this is of no use, because the shopkeepers there start with a highly inflated price. For instance, for a pair of chappals they will start with Rs. 20 and finally they will sell it for Rs. 2 with some grumbling. As has been stated by one of my hon. friends here, probably they have taken this practice from Arabia or so. If this sort of thing is going on, then what is the use of price fixation lists being exhibited outside the shops?

So, the points that we have to consider are as follows. Firstly, what is the workload on the employees?

[Shri Balasaheb Patil]

Secondly, what check should be put on those persons who are having shops on pavements? Thirdly, what is the remedy in the case of those persons who contravene the rules regarding the opening and closing of shops and make so much of noise w ith microphones and loudspeakers and other things to the annoyance of the people in the locality? These are the questions which have to be tackled, and a Bill should be brought forward to deal with these things. So, this Bill is an unnecessary one.

Shri Abid Ali: We had a very interesting and rather amusing discussion, but in all humility, I may submit that most of what has been mentioned during the course of the discussion had very little relation with the subject-matter mentioned in the amending Bill.

Mr. Deputy-Speaker: Therefore, it was amusing.

Shri Abid Ali: And very very interesting suggestions were made, and certainly it was amusing. For, whenever the subject 'Labour' is discussed, hon. Members in a way are right in discussing other things, because they feel that labour actually starts from the time of birth in the labour room and it continues till the last breath goes out, and all that happens in between is labour. Therefore, whenever any amending Bill or any labour legislation is discussed here, all things come in.

As my hon. friend Shri C. K. Nair from Delhi has pointed out just now, the scope of this Bill is very limited.

Shri S. M. Banerjee: But, who put this limitation? Who made it limited?

Shri Abid Ali: We are not changing the scheme of the Shops and Establishments Act which was originally passed in Bombay in 1946 or 1947, and which was adopted in Delhi in 1954. Shri Braj Raj Singh said that a popular Government in Delhi had passed the Act, and now we were changing the basis of it. That is not correct.

So far as the working hours, the limits of employment hours, spread-over for adults and others, interval for rest, leave, opening and closing etc. are concerned, we are not making any change.

The change proposed also did not originate from us. The Delhi Advisory Committee passed a resolution that the Shops and Establishments Act might be so amended that the Chief Commissioner, Delhi, might be empowered to fix the time at which any establishment or class of such estalishments shall be opened or closed. There have been demands from the side of the workers and the employers and their organisations that the timing should be changed, because in Delhi . . .

Shri T. B. Vittal Rao: Is it the Delhi Labour Advisory Committee? What is this Advisory Committee?

Shri Radha Raman: The Home Minister's Advisory Committee on Delhi.

Shri Abid Ali: In Delhi, the time fixed in Connaught Place may not be suitable to Chandni Chowk, or the time fixed in Chandni Chowk may not be suitable to Subzimandi or Karol Bagh or Rajindernagar or Patelnagar.

It is not possible to have the same timing (*Interruptions*).

Mr. Deputy-Speaker: It is only natural. They ought not to be curious about it. The vegetable sellers must open their shops much earlier than others.

Shri Abid Ali: People who visit the shops in Connaught Place are a different type of customers from others. If the same timing is forced on Patel Nagar, then people who are living there, who have to go to offices, will not be able to make their purchases.

Similarly with regard to holidays, every locality has got a different day.

The suggestion made here is that all shops in Delhi should close on a particular day. Of course, that argument has some force behind it. But there are difficulties also. The Connaught Place shops can close on Sunday. But if the shops in the various colonies are closed on Sundays, how will those who work during the six working days be able to make their purchases? These difficulties have been facing the employees and the shopkeepers themselves. Therefore, these suggestions were discussed in the Advisory Committee. They have made a suggestion which has been incorporated in the amending Bill under discussion.

It is said that we are taking a retrograde step. We are not increasing the working hours. The same hours as were fixed in the Bombay Act which was adopted by the Delhi State Assembly are fixed here. The whole scheme remains. Only the Chief Commissioner has been authorised to fix the hours according to the requirements of different localities according to the requirements of the season. Clause 5(b) of the Bill provides for framing of rules after previous publication regarding the manner in which an inquiry shall be held for fixing hours of work. The rules will also be laid before both Houses of Parliament. Both Houses will have an opportunity to discuss them. After the Chief Commissioner has fixed the working hours, which will be in consultation with the representatives of the workers and the employers, it will be open to any hon. Member of this House or the other House to raise a discussion here, to express dissatisfaction if really the action of the Chief Commissioner deserves that treatment. So we are not giving the Chief Commissioner such a power as will jeopardise the interests of the workers. Then where is the room for the arguments which were so vehemently advanced? I feel that those workers who briefed some of the hon. Members, on hearing what has been spoken here, must feel disappointed that their case was not at all represented.

Shri S. M. Banerjee: Now they will be happy!

Shri Abid Ali: They will be very much satisfied. Some compliments were showered on me. I am happy because every honest and reasonable minded person feels that myself and my colleagues in the Ministry and the whole Government are real, genuine, honest well-wishers of the working class (*Applause*). I thank my hon. friends very much. Sometimes opposition does the right thing.

Shri S. M. Banerjee: You always deserve it.

Mr. Deputy-Speaker: Then it becomes doubtful.

Shri Abid Ali: With regard to the suggestion that we should do nothing which will jeopardise the interests of the shop assistants in other parts of the country, the scheme of the Acts of Madhya Pradesh, Madras, Mysore, Orissa, Rajasthan and other places, and also the ILO Convention, should be kept in mind. If things are measured by that standard it will be convincing to every reasonable-minded person that what has been proposed here is nothing contrary to the scheme which is prevalent by and large in this country.

Some hon. Members have suggested a comprehensive legislation; and I was asked to make a declaration about it here. Yes; I am in a position to make a declaration and the answer is that, such a proposal is not under contemplation because it is not necessary. If hon. Members take a little pains to study the main Act, they will be convinced that nothing remains to be done. (*Interruption*). No one has made any suggestion as to what is missing from this and what more is needed.

Some hon. Members made a mention about provident fund. Hon. Members are aware that the provident fund scheme is applicable to the shop assistants also. Government has taken a

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decision that they can be covered and should be covered. There is no doubt about it. For that no amendment is necessary just as if the employees are to be covered by the Employees' State Insurance Act or the Provident Funds Act or the Workmen's Compensation Act they can be covered directly. It is not necessary that this Act should be amended. It is not possible to understand the necessity for a comprehensive legislation. Has Parliament so much time to waste—simply to repeal the present enactment and in its place introduce a similar one and have a discussion here? Can they discuss the same thing from the time of birth till death?

About price fixation—that is not within the scope of this Ministry....

Shri Narayanankutty Menon: And your concern also.

Shri Abid Ali: There is much advance in that direction also because we find larger and larger number of shops are having fixed prices and no offer even. These are matters which could be taken care of by other Ministries if necessary. Wherever necessary, action can be taken.

About non-observance of the provisions, of course, hon. Members can have some justification to make suggestions. My hon. friend from Punjab asked me whether there was any prosecution of any individual shop-owner. I thought that it might be helpful if I could give the figures. When I gave the figures, he was angry and said that it was evident that the Act was useless. Of course, he is a learned professor and I have respect for him. The position is that in 1960 also 3583 shop-owners were prosecuted and the fine realised was Rs. 98,751.

Shri Narayanankutty Menon: May I know how many out of these 3583 prosecutions ended in conviction?

Shri Abid Ali: That figure is not here. I am saying that Rs. 98,000 and odd was realised as fine.

Shri Narayanankutty Menon: That does not give any clue at all. We should know how many ended in conviction. Then you will be able to find out the effect.

Shri Abid Ali: But they resulted in the realisation of a fine of Rs. 98,000 and odd.

Shri Narayanankutty Menon: The question is . .

Shri Abid Ali: That information is not here.

Mr. Deputy-Speaker: The number is not with him.

Shri Abid Ali: I will give the information to the hon. Member. There may be, here and there, breaches. I quite appreciate that. But the effort of everybody concerned, every well-wisher should be that all combined should ensure that all the provisions of the main Act are fully enforced.

Some hon. Member said that there were only four or five inspectors. That is not correct. There are 17 inspectors in Delhi and what the hon. Member from Punjab suggested was being done. He said that the various inspectorates under Delhi Administration should be vested with powers under this Act also so that when they are moving about in the localities they can pay surprise visits to these shops and check whether the provisions of the Act are being implemented properly. Even granting that some provisions are not being fully observed, bringing in a comprehensive legislation will not ensure that all the provisions of the comprehensive legislation would be properly observed.....

Shri Braj Raj Singh: If you are there....

Shri Abid Ali: I am not going to inspect all the shops.

Shri Braj Raj Singh:....as Minister.

Mr. Deputy-Speaker: Order, order. Let him proceed.

Shri Abid Ali: Whenever any hon. Members find any defect in this, they have the liberty to inform us and certainly they have my assurance that all that is possible by the inspectors in the various sections will be done and a serious, sincere and honest attempt will be made so that the provisions of the Act may be fully implemented. If complaints are there, they should be attended to. I do not know how this figure of 7 lakh shop assistants in Delhi came in. If every one has a family of 4 or five, it becomes 28 lakhs of people in Delhi—all depending upon shop assistants .(*Interruptions*)

Shri Tyagi: He must have counted the customers as well.

Mr. Deputy-Speaker: Perhaps be might have thought that the proprietor must be having his own sons as assistants . . .(*Interruptions*)

Shri Abid Ali: According to our information in 1960 there are about 60,000 shops in Delhi and the shop assistants were in the vicinity of a lakh. It may be a little more; I do not say that it is very correct; it may be more or may be less.

A suggestion was made with regard to the doctors. There was a suggestion from the doctors' association and also from the compounders and the Delhi administration called both the representatives and a compromise had already been reached and is working satisfactorily. There is no complaint from their side. Since this compromise was reached, no complaint had been received either from the doctors or from the compounders. They are all very happy. Some hon. Member said that it was very easy for a big shopkeeper in Delhi to go and meet the Chief Commissioner and a poor shop assistant cannot meet him. If he cannot meet him, he can come and meet me. I am prepared to meet anybody at any place at any time, without any notice, without any telephone. In fact, they come and meet me. They know that I am their friend. My house is open for them to come. They have been meeting me so often.

Mr. Deputy-Speaker: Only for visits or for entertainment?

Shri Abid Ali: I am sorry, Sir, that the number coming is so large that it is not possible for me to entertain them.

Shri Narayanankutty Menon: Everyone knows that the visit is so futile.

Shri Abid Ali: That is so far as the hon. Member is concerned; he is always unreasonable and so it is futile for him. But those who bring reasonable, decent, honest and practical suggestions are attended to to their complete satisfaction. That is the correct position.

With regard to the complaint that the Delhi Administration is not at all responsible to the suggestions made by the employees, I have already said that I am always at their disposal and I do not admit that the Delhi Administration is not responsibe. Otherwise, how could a settlement with regard to the doctors and compounders have been reached to the complete satisfaction of the employees themselves?

Reference was made about Subzi Mandi. I may submit that there also every employee should get a holiday a week. He must get a holiday irrespective of the shops being opened or not. With regard to the complaint that it is not observed there, I may suggest that if an employee is entitled to have a holiday on a particular day and if he is not getting it, he should report to the inspector concerned, and also, if he so pleases he can phone to me. I assure hon. Members that immediately I will send the inspector and tell him that I received a telephone message to the effect that so and so who has got an off-day on a particular day is made to work on that off-day; and then the inspector will go immediately and check up the matter. In case the employee is working, immediately legal action will be taken against such a defaulting shopkeeper. It is not that I am making any big statement: I only want to assure the

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hon. Members opposite that, with all earnestness, we ourselves are very much anxious and serious that the workers who have been assured the privileges by this Act should be able to enjoy them to their full satisfaction. If anything is not being done in their behalf, then we should be always available to them and see that they are enjoying the privileges.

Shri Narayanankutty Menon: You had better phone up the inspector direct for better results.

Shri Abid Ali: The hon. Member may try this also. That is the reason why I cannot satisfy him! My hon. friend Shri Tyagi was saying that he was pleading for the unemployed persons and some hon. Member from those Benches interrupted him and Shri Tyagi said: "Why are you interrupting? I am doing your work". I do not know why Shri Tyagi should say that, when the Communists want that the unemployed people should not be employed! Their intention is that there should be more unemployment. They want that there should be chaos in the country because in an orderly atmosphere they cannot achieve what they want. They want Chaos; they can never have it. (*Interruption*).

Mr. Deputy-Speaker: I do not tolerate chaos here. We should proceed in an orderly way.

Shri Abid Ali: There will not be chaos. So long as you, Sir, are present here, you will not allow it. Anyway, I have referred to all the items which needed attention and I hope that my hon. friend opposite also will be satisfied that all that should be done is being done.

Mr. Deputy-Speaker: The question is:

> "That the Bill further to amend the Delhi Shops and Establishments Act, 1954, as passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

Mr. Deputy-Speaker: There are no amendments. The question is:

> "That clauses 1 to 5, the Enacting Formula and the Long Title stand part of the Bill".

The motion was adopted.

Clauses 1 to 5, the Enacting Formula and the Long Title were added to the Bill.

Shri Abid Ali: I beg to move:

> "That the Bill be passed".

Mr. Deputy-Speaker: The question is:

> "That the Bill be passed."

The motion was adopted.

16.59 hrs.

SALAR JUNG MUSEUM BILL

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): Sir, on behalf of Shri Humayun Kabir, I beg to move:

> "That the Bill to declare the Salar Jung Museum together with the Salar Jung Library at Hyderabad to be an institution of national importance and to provide for its administration and certain other connected matters, as passed by Rajya Sabha, be taken into consideration."

While moving this motion for consideration of the Salar Jung Museum Bill, I would like at the very outset to pay my tribute to the late Nawab Salar Jung Bahadur, whose personal collections alone have constituted the Salar Jung Museum of Hyderabad. A bachelor all through his life, the Nawab died in 1949 at the age of 60. A man of great culture and refined taste, he devoted his time, energy and wealth, specially during the later 35 years of his life, in the acquisition of objects of art and antiquity, curios

and rarities. He added greatly to the already existing heirlooms of the Salar Jung family and ultimately left a fabulous collection, which not only drew the attention of all lovers of art in this country but also of abroad.

17 hrs.

It is said that 50 per cent of his total annual income of Rs. 18 lakhs, i.e. Rs. 9 lakhs per year, he spent continuously for a period of 35 years in the acquisition of his collections. This amounts to Rs. 3 crores and 15 lakhs. The family heirlooms which he inherited are valued at another Rs. 2 crores. It can, therefore, be safely asserted that at least Rs. 5 crores have been spent for the objects which are now displayed in the Salar Jung Museum and Library. If these are valued at the present market rate, the amount will be multiplied at least by three times. This huge wealth after his death has been bequeathed to the nation by his worthy successors to be developed into a public Museum.

Today, while moving this motion for declaring the Salar Jung Museum as an institution of national importance, my heart is filled with gratitude to that great connoisseur of art, Nawab Salar Jung Bahadur, and I pay my humble tribute to him for this unique contribution to the wealth of the nation in the field of art and culture. We are also highly thankful to the successors of the late Nawab, who have unanimously relinquished their right in the Museum and the Library in favour of the Central Government.

The Salar Jung Museum, as it has been handed over to the Central Government, contains nearly twenty-five thousand art objects of varied nature.

Mr. Deputy-Speaker: I presume the tribute would be more befitting if we stop here now and have the rest tomorrow.

Dr. M. M. Das: There are only a few lines more.

Mr. Deputy-Speaker: The tribute has been finished, I hope.

Dr. M. M. Das: There are only a few lines. Now I come to the history. Some of these objects are of outstanding value. Till recently the Museum was administered by the Salar Jung Estate Committee which was set up after the demise of late Nawab Salar Jung by the erstwhile Hyderabad Government and later given additional powers by Parliament by Act XXXVI of 1950. There were a large number of claimants to his property, who made the State of Andhra Pradesh, the Union of India and the Salar Jung Estate Committee, parties in the civil suit that followed. However, all these claimants ultimatey agreed to surrender their claims to the Museum and the Library in favour of the Union of India. Accordingly, a Compromise Deed was filed by them in the High Court of Andhra Pradesh on the 2nd December, 1958, relinquishing actually their claims in favour of the Union of India. The charge of the Museum and the Library was also formally handed over by the Salar Jung Estate Committee on 2nd December, 1958.

This, in short, is the history of the Salar Jung Museum, for which this Bill has been brought before this House. I hope this measure will receive the blessings of the House in the shortest time possible.

Mr. Deputy-Spkear: Motion moved:

"That the Bill to declare the Salar Jung Museum together with the Salar Jung Library at Hyderabad to be an institution of national importance and to provide for its administration and certain other connected matters, as passed by Rajya Sabha, be taken into consideration."

This will be continued tomorrow.

17.04 hrs.

*BHAKRA NANGAL PROJECT

Shri Ajit Singh Sarhadi (Ludhiana): The hon. Deputy Minister, while replying to Starred Question No. 820 on March 14, 1961, said:

"Although no formal communication from the Government of Punjab has been received regarding an increase in the present sanctioned estimate of Rs. 170 crores for the Bhakra Nangal Project, the financial stock-taking for the period ending March, 1959 indicates that the total estimate is likely to go up to about Rs. 175 crores. The Bhakra Control Board has advised the State Government to submit the revised estimates to the Planning Commission for their approval.

Further he said:

"The increase of about Rs 5 crores is mainly attributable to the following reasons:—

(1) Increased drilling and grouting necessitated by the foundation conditions of the Dam.

(2) Repairs to the Hoist Chamber.

(3) Increase in the cost of establishment for the Dam and the Power Plant and the canals.

(4) Increase in cost of land for the Dam.

(5) Increased cost of Nangal Power Houses and stepping up sub-station equipment."

These are the five items that have been given. There are two points that are significant in this case. It is said that these estimates were prepared after the financial stock-taking for the period ending March 1959—that is before 31st March 1959. If that is so, then the estimate could not have possibly included the Bhakra Dam mishap because that happened on 21st August, 1959, subsequent to the financial stock-taking for the period ending 31st March, 1959. If it was subsequent to the financial stock-taking, my contention is that the present expenditure of Rs. 5 crores is entirely due to the Bhakra mishap, and the statement that the Minister had given in those days about the cost—at the outset he said that it would be Rs. 50 lakhs and ultimately held that it would be Rs. 1.20 crores—is belied.

My respectful submission is this. In answer to the question five items have been mentioned on which the expenditure it was stated would be Rs. 5 crores. Out of these five, you will see, Sir, and the hon. House will appreciate, that three are entirely due to the Bhakra mishap. My emphasis on this point is for the reason that we were told at that time that the maximum expenditure on account of the Bhakra mishap would be Rs. 1.20 crores. The figure given at that time was absolutely wrong. In fact, the management and the Control Board or the Board of Consultants knew very well that it was not going to cost less than Rs. 5 crores to Rs. 6 crores. If you go through these five items, Sir, you will appreciate that all these are entirely due to the Bhakra mishap and not any other special reason.

Let us take them up one by one. The first one is: "increased drilling and grouting necessitated by the foundation conditions of the Dam". The entire increased drilling and grouting is on the right shoulder confirming the apprehensions of those who are the well-wishers of the Bhakra Dam and who said at that time that the right shoulder of the Dam was weak—I cannot say for what reasons; I need not go into the history and say whether it was due to coytee

*Half-an-Hour Discussion.

blasting that they had resorted to in 1953—it is not for me to go into the reasons; but it definitely confirms the apprehension of those people—that this increased grouting is due to the Hoist Chamber mishap and those who are in charge were concealing it.

The second one is: "Repairs to the Hoist Chamber". The normal working was also this. This Hoist Chamber including the right diversion tunnel were to be closed. In the estimates that were prepared this was one of the items. Cleaning has been done and water has been taken out. What is the extra expenditure on repair of Hoist Chamber if that is to be concreted and filled up? I would like to have the break-up from the hon. Minister, so that I may know the details of the expenditure on the repairs to Hoist Chamber, which according to schedule itself is to be filled up by concrete and is of no use. Same is the case with the diversion tunnel also. That was also one of the items in the normal working.

Thirdly, it is said: "Increase in the cost of establishment for the Dam and the Power Plant and the canals". Of course, this increase in establishment was there. We were scheduled to finish it by October, 1959 and it has gone up to 1961. Here also I would like to have the break-up of the expenditure from the hon. Minister.

The fourth item is increase in cost of land for the dam." Now I find that Rs. 63,76,281 have already been spent for the land where the outsees have been put up and no land for the Bhakra Dam is at present under acquisition. So, I cannot understand why the amount is being asked for. I would like the hon. Minister to give the break-up of the amount paid in item 4.

The fifth item is: "Increased cost of Nangal Power Houses and stepping up sub-station equipment." Here again, the power houses at Kotla and Gangu Wal are already working. So, I want to know the break-up of this and also the reason for having the stepping up of sub-station equipment. This cannot be in lakhs or crores so that an extra Rs. 5 crores would be needed. My contention to the hon. House and the hon. Minister is that the way the things are going on and amounts are increasing naturally need a probe, need a detailed study.

Now this question has to be viewed from three aspects—the construction aspect, the financial aspect and the administrative aspect. Taking the construction aspect first, I would put it this way. This is the sixth time that we are having some mishaps there. As far back as 1956, you will recollect Sir, and the House will recollect, we had a breakage of the transmission towers when the electricity supply for Delhi failed entirely. This was again repeated in 1961, when again there was breakage of the transmission towers and there has been stoppage of electricity Then the Control Board appointed a committee to go into the question how this breakage has taken place and whether the material is defective. We have not seen that report and that report is yet to see the light of day. Naturally, we do not know as to who are to be blamed and why again there has been a breakage of these transmission towers. If within the last five or six years there is breakage twice of the transmission towers and stoppage of energy, that indicates that there is some defect somewhere in the work. This is so far as the construction work is concerned.

Then again, the House will recollect that in August 1958 we had seen that a portion of the central spil way Training wall was damaged and it was stated that it was not part of the dam and was only a partition wall constructed partly to regulate the water. But, all the same, there was certainly great damage as the entire wall was damaged.

Then again, in October 1958, we find that there was a land-slide of the rock upstream on the right abutment

[Shri Ajit Singh Sarhadi]

involving nearly 8,000 c. yards of work. The side occurred in a rib lying between the upstream face of the dam and the hillclay stone. Again we were told that it was not part of the dam.

Still again, as the House is very well aware, a very serious mishap took place in the hoist chamber on the 20th August 1959. I have now given 5 or 6 cases from the construction aspect and you will appreciate, Sir and I am sure the House will appreciate that we have not yet had a probe. Certainly, a committee has been appointed under the chairmanship of Dr. A. N. Khosla. I have got the highest regard for the ability and efficiency of this officer. He has contributed a great deal. I have also got the highest regard for of all those people who have worked on this dam down from the worker right up to the top, that is, the General Manager. Even then, the way the events have occurred I certainly do not know why these very gentlemen, rather a majority of them, who have been members of the board of consultants, have been made members of the committee. One of the senior officers, the Chairman of the Board of Consultants, has been made a Chairman of the committee to look into the causes of the hoist chamber accident.

Mr. Deputy-Speaker: I think the hon. Member should conclude now.

Shri Ajit Singh Sarhadi: I hope you will give me another two or three minutes. The discussion started at five minutes past five.

Mr. Deputy-Speaker: I thought he could have ten minutes, the Minister ten minutes and another ten minutes for questions.

Shri Ajit Singh Sarhadi: I think the Minister will not require much time. Further, there will be no questions either.

Mr. Deputy-Speaker: I should give the hon. Minister as much time as the hon. Member takes.

Shri Ajit Singh Sarhadi: The hon. Minister can take more time if he wants. I will take another four to five minutes.

As I was submitting, it would have been fair to the Board of Consultants if, not one member of the Board had been taken in the committee which was making the probe. I do not say they were in the dock. But, certainly, when the question of the construction work in the dam was involved, the committee should have been independent of the members of the Board.

At that time also I requested the hon. Minister saying that a judge should be appointed for a judge also can look into the evidence about the mishap and action can be taken accordingly. I am afraid, the report which you have got is most unsatisfactory. It comprises 27 pages. 24 pages of this report deal either with the history or with the details of the incident. Two or three pages deal with the lessons that it gives. This incident teaches us three lessons. Whether you call them lessons or omissions, it does not matter, but I want to know on whom the responsibility for the three omissions that have been referred to lies. If there were no doors in between the gallery, if there was not a proper fixture of these emergency gates down the hoist chamber in the diversion channel, on whom does the responsibility lie? The committee places it on nobody. The Board of Consultants was equally responsible specially when they were the designers. What they are thinking subsequent to this they should have thought earlier.

So, I am submitting that even if we look at it from the point of view of construction, it needs a probe. This project is the biggest undertaking so far taken in the country. It confers so much benefit to the Punjab. It stores nearly 7.4 million acres of water which is a standing danger if there is a danger to this dam. So, it needs a probe not at the level of

National experts but at International level. They should look into it. With all the ability of our engineers we should not entirely depend upon them.

My second point is about the financial aspect. At that time also I drew the attention of the House to it. I need not go into the previous history, but I would say that originally it was to cost Rs. 75 crores. Later on it became Rs. 133 crores in 1949. In 1955 again the cost was assessed and we were told that it would cost Rs. 27 crores more. It came to Rs. 170 crores then. Now we are being told that the cost will be Rs. 175 crores. I need not go into the past history. I take only the present history. The hon. Minister told us on the 2nd September, 1959 that—

> "Reports have appeared in the Press in which the damage has assessed at Rs. 6 to 8 crores. In my statement of the 24th August . . ."

That is the hon. Minister's statement on the 2nd September.

> "In my statement of the 24th August I indicated that the damage might be of the order of Rs. 55 lakhs. Nothing further has come to notice which requires revision of that figure."

That was on the 2nd September, 1959. Again, he came to the House on the 16th November, 1959 and said:

> "That total expenditure or repairs upto the end of October 1959 was Rs. 14 lakhs. Although it is difficult to indicate at this stage a precise estimate of the cost of the repairs the indications are that the total cost will not exceed Rs. 1.2 crores. This is over and above the expenditure that would have been incurred normally on the plugging of the hoist chamber and the right diversion channel."

Of course, that would be a part of the estimate already. The orginal estimate included the plugging of the hoist chamber and the diversion channel. Despite this we find that another Rs. 5 crores are asked for mainly for this purpose though land and other things have been made auxiliary to show that it is not for the hoist chamber. So, my respectful submission is that either it was an underestimate at that time or it is an over estimate now. There is something wrong and this is due to the administrative difficulty somewhere.

I shall now deal with the administrative aspect. I would only refer the hon. Minister to Justice Dulat's report. I want to know what has been done about what he said. He confirmed the view of the Punjab Public Accounts Committee. In their Fourth Report what the Punjab Public Accounts Committee had said was this:

> "We had expressed dissatisfaction and some measure of concern over the deplorable state of affairs prevailing in the execution of the Project and we had recommended in no ambiguous terms the appointment of a High Powered Committee to probe into the working of the Project. More than a year has elapsed since then and we report with regret that we have not so far been informed of any tangible, concrete action that may have been taken by the Government in this behalf."

Then, a commtiee was appointed and what are their findings? I will just refer to them in a sentence or two. What they say is this:

> "Extreme caution with which these matters were viewed thirty years ago had completely disappeared and excesses were treated as inevitable and in several cases no attempt was made to justify them.
>
> We can attribute this attitude only to laxity of administrative control from above."

They prove the entire excess expenditure, and then they come to their con-

[Shri Ajit Singh Sarhdai].

clusion on page 114 in which they say:

> "The total works expenditure on the Nangal Hydel Channel and the Bhakra Canals including the Bist Doab Canal is reported as Rs. 3,807 lakhs."

This is the section to which I would like to draw the attention of the hon. Minister. They continue:

> "We have ourselves examined works costing nearly Rs. 900 lakhs. The excesses which we have discussed come to Rs. 50 lakhs."

So you will find that as a result of the detailed examination of Rs. 9 crores expenditure which they brought under probe, they say that the excess has been of the order of Rs. 50 lakhs. You can imagine how much it is; this mean that nearly 12 to 15 per cent was excess, rather more.

So my submission is that this project is of a kind, nature and magnitude that needs a probe and a looking into. I feel that the Board of Control has been absolutely inefficient. It is not necessary that it should be maintained or kept now. The thing should be handed over entirely to the Punjab Government. There could be co-operation from the Rajasthan Government. There is no PEPSU now, and it is not necessary to have a Board of Control. PEPSU and Punjab are now one. The only other State concerned is Rajasthan. As I said, the co-operation of Rajasthan can be sought. In the entire expenditure on the canals you will find that there is Rs. 4 crores on their side and Rs. 6 crores on this side. So, it is a minor part, and we can have their co-operation.

But as regards the construction matter we should have a deep probe at a high level, and the whole matter needs looking into from the very start. The Dulat Committee only dealt with a part of it, and that has given us a lesson that something else is needed.

Shri D. C. Sharma (Gurdaspur): Is it not a fact that most of the items to which the hon. Member has referred are things of a bygone day and they do not have much relevance about the construction, the financial arrangements and other things of the Bhakra-Nangal project? They belong to history and not to what is happening now.

Sardar Iqbal Singh (Ferozepur): I would like to put just two or three questions.

This whole increase in expenditure means increase, and betterment levy, that the people have to pay. When there is already great agitation about that, what steps have the Government or the Board, with the co-operation of the Punjab Government or the Central Government, taken to secure the confidence of the public, this Parliament and the Punjab Assembly, so that we can justify that this increase was needed not only for these other purposes but for the construction and for the betterment of this project?

Secondly, if any increase is to be had on this project, where their is already a large agitation about its execution, Government should first secure the confidence of the public, the Parliament and the State Assembly, and justify it and then give any sanction for all the estimates.

Thirdly, when already after one or two years there is always upgrading of the estimates, Government should at least take a strict view of it so that when here is such an upgrading the needs may be carefully examined in order that there may be economy, and the whole project may be executed within the estimate that is generally approved by the House and by the Board and, through the Board, by the Punjab Government.

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim): Sir, I am glad to have the opportunity.....

Mr. Deputy-Speaker: Is the hon. Minister likely to take long?

The Deputy Minister of Irrigation and Power (Shri Hathi): No.

Shri D. C. Sharma: He has to reply to all the points.

Shri Hathi: Only twelve or fifteen minutes.

Hafiz Mohammad Ibrahim: I am grateful to my hon. friends for having given me the opportunity to remove the misunderstanding in connection with certain matters relating to the Bhakra Dam. It is very unfortunate that a misunderstanding has arisen, and I do not know how it has arisen.

As far as the increase in the cost of Bhakra is concerned, what can do at this moment is only to trace the whole thing in order that hon. Members may clearly understand increase has taken place and due to what reasons. From that, the whole position will be clear, and everybody will know what were the reasons due to which this increase was made. It is not a very long story, and I shall finish it in two or three minutes.

I want to begin it from the beginning, from the year 1946, in order that the whole position may be clear. The estimate of 1946 was Rs. 75 crores. It was revised in the year 1949 to Rs. 130 crores, because the scope of the project was enhanced to cater to the needs of PEPSU and Rajasthan, in addition to Punjab This increase took place for a very good and quite a justifiable reason.

Then, in 1951-52, the estimate was revised to Rs. 156 crores on account of rise in the cost of material and labour, devaluation of rupee and change in the scope of the project. In 1954, some changes in the design, location of the main power-house, and the decision to supply power to the Nangal Fertiliser Factory led to the revised estimate of Rs. 158.88 crores. Provision of additional units at Ganguwal and Kotla and the installation of four more units at the left bank power-house and civil works for the right-bank power-house, led to the revision of the estimate in 1955, to Rs. 170 crores. An overall increase of Rs. 5 crores is now expected due to more drilling and grouting. Since this is one of the points which has been raised by the hon. Member, I have to say something about this, and I shall do so presently.

These are the reason for which the amount has been rising again and again, and nothing can be said against the purposes for which this increase has so far taken place.

As far as the Rs. 5 crores about which my hon. friend was speaking is concerned, I shall explain what the position is. He is under the impression that hoist chamber was the cause of a very great increase in the cost, and he read out something, but he forget that in this House, I made not one but several successive statements from time to time in regard to that question. In order to remind hon. Members, I would like to repeat just a few parts of those statements. They are not very long and I would just like to refer to them. The figure quoted in the statement made on the 24th August, 1959, that is, three days after the accident to the hoist chamber, related to the extent of damage caused—and this is to be noted by hon. Members very carefully—and did not include the cost of repairs for which even the preliminary proposals were not available at that time.

In that statement, I said that Rs. 55 lakhs would be the damage to the equipment which was in the Hoist Chamber there at that time. It did not include the cost of repairs etc. This was made clear in that very statement. A further statement was made on 10th September 1959, when some line of attack had been thought of, and the House was informed that the cost of damage was still estimated at Rs. 55 lakhs, and over and above that, about Rs. 1 crore would be spent

[Hafiz Mohammad Ibrahim]

on repairs. This was made clear. The amount of Rs. 1.55 crores spoken of here was divided like that with the reasons given. It was also stated that the figures of Rs. 8 to Rs. 9 crores quoted by certain quarters was not authentic. In a further statement made on the 16th November 1959, the House was informed that the total expenditure on the repairs upto end of October was Rs. 14 lakhs, and although it was difficult to indicate at that stage the exact cost of repairs, yet the indications were that it would not exceed Rs. 1.2 crores. In a still further statement made on the 9th February, by which time good progress had been made on the repairs, the House was informed that the estimated cost of repairs was Rs 1.18 crores besides about Rs. 35 lakhs required for the power house machinery. The actual cost of repairs has been Rs. 115 crores and the cost of damage to the power plant machinery about Rs. 10 lakhs, against the previously estimated figures of Rs. 55 lakhs *plus* Rs. 120 lakhs. The actual cost came to this, as I have stated now.

So that story which is related to a certain mishap, rather certain damage and certain loss to the Bhakra Dam, had been wrongly connected with it. That story had nothing to do with this. As far as the cost of construction of the Bhakra Dam is concerned, that did not rise on account of that particular thing. That rise is simply because of those increases which I have mentioned year-wise with the reasons given. So I think I should remind the hon. Members that they have things connected which do not connect themselves. They have no relation to each other. They are based on certain suspicions in their minds. Those suspicions should not remain. If still there is something left, I will request them through you to come to me and put it before me, and I take the responsibility to remove every doubt which may be in their minds. There is nothing untoward; there is nothing wrong. I say this very courageously. Whatever has been going on there is in the interest of the country. Nobody should feel anything on the basis of which we should fear that there is something *gadbad* there, an expression in our *zaban* which everyone understands. There is no *gadbad* there. With these words, I conclude.

17.34 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, May 4, 1961/Vaisakha 14, 1883 (Saka).

[*Wednesday, May 3, 1961/Vaisakha 13, 1883 (Saka)*]

	COLUMNS
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1866.	Power from Chambal Dam	15085—87
1868.	New Drug for high blood pressure	15087—91
1871.	Water works at Jhansi	15091—94
1872.	Loans fro Nagarjunasagar Project	15094—97
1873.	Glider manufacturing project	15097—98
1874.	Hirakud Dam	15098-99
1876.	Floods in Damodar	15099—15101
1877.	Regulations for carrying life boats on passenger and cargo ships	15101-02
1878.	Delivery of express letters and telegrams in rural areas	15102—04
1879.	Collapse of the roof of Loco Running Shed, Kozhikode	15104—06
1882.	Package programme	15106—09
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S.Q. No.		
1865.	Moghalsarai Yard	15109-10
1867.	Dredgers for River Hooghly	15110
1869.	Procedure for allotment of wagons	15110-11
1870.	Fertilizers for tea gardens	15111
1875.	Death of Railway employees at Itarsi Station	15111-12
1880.	Catering contracts at airports	15112-13
1881.	Metre Gauge Railway Wagon Factory in Kerala	15113
1883.	Shortage of wagons for movement of salt	15114
1884.	Suspension of ferry service to Ceylon	15114

WRITTEN ANSWERS TO QUESTIONS—*contd.*

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1885.	Railway Uniforms Committee	15115
1886.	National Institute of Tropical Meterology	15115
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1888.	Train collision	15116
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1890.	Polio in Andhra Pradesh	15117-18
1891.	Railway line between Rourkela and Talcher	15118
1892.	Power break-down in Delhi	15118-19
1893.	Power consumption	15119-20
1894.	Kurduwadi-Miraj-Latur line	15120
1895.	Plant for manufacture of diesel locos	15120-21
1896.	Control of Cholera	15121
1897.	Daily allowance for village postmen	15121
1898.	Irwin Hospital Delhi	15122

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4327.	P.C.O. at Arcli-Mandi (Punjab)	15122
4328.	Development Blocks in Punjab	15122-23
4329.	New telephone connections in Punjab	15123
4330.	Waiting Rooms at Puri Station	15123-24
4331.	Thefts and pilferages on C. Railway	15124
4332.	Movement of foodgrains in Madhya Pradesh	16124-25
4333.	Cultivable land in Manipur and Tripura	15125
4334.	Rural electrification in Maharashtra	15125-26
4335.	Delhi Milk Scheme	15126-27
4337.	Food requirements for fisherman	15128
4338.	Appointment of Scheduled Castes on N. Railway	15128
4339.	Medical education and training in Punjab	15129
4340.	Class IV employees in Olvakkot	15129
4341.	Train accident near Siliguri	15129-30
4342.	Over-bridge at Vijayawada	15130

WRITTEN ANSWERS TO QUESTIONS—*contd.*

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4344.	Railway Station at Fulbagh	15131
4345.	Rural electrification in Andhra Pradesh	15131
4346.	Community development in Andhra Pradesh	15132
4347.	Central Warehouses in Andhra Pradesh	15132-33
4348.	Family Planning Centres in Andhra Pradesh	15133
4349.	Wall built near Nizamuddin Station	15133-34
4350.	Telephone connections in U.P.	15134
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4352.	Purchase of aircrafts	15135-36
4353.	National Library for medical studies	15136
4354.	Cattle grazing in Himachal Pradesh Forests	15136-37
4355.	Training in irrigation	15137
4356.	Progress in Railways during Second Plan	15137-38
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4358.	Development of National highways	15141
4359.	Train accident	15141-42
4360.	D.V.C. navigation canal	15142
4361.	Central Crime Bureau	15142-43
4362.	Foreign chicks	15143
4363.	Electrification of Howrah Burdwan Sector	15143
4364.	Fish in Chilka Lake	15144
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4367.	Minor irrigation projects in Orissa	15146
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4369.	Assistant Publicity Inspector	15147-48
4370.	Acqusition of land in Dhabaijala, Tripura	15148
4371.	Leave Reserve Ticket Collectors	15149
4372.	Development of fisheries in Madras	15149-50
4373.	Minor irrigation works in Madras State	15150
4374.	Rural electrification in Madras State	15150-51
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4376.	Representation against B.D.O., Kailasahar, Tripura	15152
4377.	Yarn Sales and Purchase Co-operative Society, Tripura	15153
4378.	Opening of a Railway Hospital at Basti	15153-54
4379.	Warehouse for tea at Calcutta	15154
4380.	Misappropriation of funds of Tehsil Cooperative Society	1515 .—56
4381.	Misappropriation of funds by Cooperative Societies in Himachal Pradesh	15156-57
4382.	Himachal Pradesh Cooperative Marketing Development Federation	15157-58
4383.	Sale of potatoes in Himachal Pradesh	15158
4384.	College of Catering	15158-59
4385.	Coastal shipping	15159-60
4386.	Unauthorised colonies in New Delhi	15160
4387.	Loss of service by Railway employees	1516o-61
4388.	River Projects in Madhya Pradesh	15161
4389.	Delhi Milk Scheme	15161-62
4390.	Scarcity of water in Jangpura, New Delhi	15162-63
4391.	P. & T. Building, Amirtsar	15163
4392.	P. & T. employees in Punjab Circle	15163-64
4393.	Steps for immunisation against whooping cough etc.	15164-65
4394.	Telephone Exchange, Imphal	15165
4395.	Settlement of landless labourers in Punjab	15166-67
4396.	Laying of underground cables on S.E. Railway	15167
4397.	Locos out of commission on W. Railway	15167
4398.	Anti-locust measures	15168-69
4399.	Causual labourers in Olavakkot Division of S. Rly.	15169
4400.	Sugar mills in Cooperative sector	1516o-70
4401.	Action against a Railway Police Constable	15170

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4408.	Train examiners	15175
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4410.	Diversion of drain No. 8 into Najafgarh jhil, Delhi	15176-77
4411.	Drinking water supply in Delhi	15178
4412.	Diversion of drain No. 8 in to Jamuna	15178-79
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4415.	Water scarcity for irrigation in Orissa	15181
4416.	Community Blocks in Sambalpur District	15181-82
4417.	Bhubaneshwar-Rourkela Bus service	15182
4418.	Bridge over river Brahmini, Orissa	15182-83
4419.	National Highway No. 6 in Orissa	15183
4420.	Fruits in Kuchanda sub-Division in Orissa	15184
4421.	Godowns for rice storage in Orissa	15184
4422.	Truck telephone line between Sambalpur and Deogarh	15185
4423.	Deogarh Hospital in Orissa	
4424.	Procedure for supply of timber in Orissa	15185-86
4425.	Supply of electricity to Sambalpur from Hirakud Project	15186
4426.	Post Offices in Orissa	15186-87
4427.	Gliding Club at Bhavaneshwar	15187
4428.	Muchkund hydro-electric project	15187-88
4429.	Bamra Garposh motor road in Sambalpur, Orissa	15188
4430.	New P. & T. Divisions and Sub-Dvisions in U.P. Circle	15188-89
4431.	Movement of wagons loaded with foodgrains	15189
4432.	New less noisy telephone	15189-90
4433.	Dues from Agricultural Cooperative Society in Delhi	15190
4434.	Loss of files in Railway Board's Office	15191
4435.	Batala and Morinda Cooperative Sugar Mills	15191
4436.	Power supply for Delhi	15191-92
4437.	Law Inspectors and Assistants in N. and E. Railways	15192
4438.	Law Inspectors on Railways	15192-93
4439.	Films on Coopertive Movement	15193
4440.	Acqusition of land by Railways	15193-94
4441.	Security Deposits of contractors	15194—97
4442.	Wastage of filtered water in Delhi	15197-98
4443.	Employees of State Transport Deptt., Orissa	15198
4444.	Delhi Zoological Park	15198-99
4445.	Employees in C.T.O. New Delhi	15199-15200
1446.	Research in Polio	15200
4447.	Power generation	15200-01
4448.	Under bridge at Warangal	15201
4449.	Northrn Railway Employees Cooperative Credit Society Delhi	15201
4450.	Posting of Scheduled Caste Railway employees	15203
4451.	Mosquito menace in Govt. colonies ,	15203
4452.	Night Airmail Service	15204
4453.	Medical education and training in Madras State	15204-05
4454.	Seminar on storage of foodgrains	15205-06
4455.	Outlook Division	15206
4456.	Vanaspati industry	15206
4457.	Delhi-Jaipur trunk call system	15207
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WRITTEN ANSWERS TO QUESTIONS—*contd.*

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4460.	Delhi Milk Scheme	15208-09
4461.	Direct trunk call system	15209
4462.	Small-pox vaccination in Delhi	15209-10
4463.	Vaccination in India	15210
4464.	Harmful effects of vaccination	15210
4465.	Employees of former Rationing Department, Delhi	15210-11
4465-A.	Plague in Madras and Mysore States	15211-12
4465-B.	Central Health Service	15212
4465-C.	Fire in Depot near Ghanauli station	15212-13
4465-D.	Sugar market in Aden	12213

MOTION FOR ADJOURNMENT . . . . . 15213—15

The Speaker withheld his consent to the moving of an adjournment motion given notice of by Shri Braj Raj Singh regarding an aircraft of the Indian Air Force reported to be missing since the Ist May, 1961.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE . 15215-16

Shri Raghunath Singh called the attention of the Minister of Transport and Communications to the pooling arrangements between the Indian, British and European Shipping Companies.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur) made a statement in regard thereto.

PAPERS LAID ON THE TABLE . . . . . 15216—26

The following papers were laid on the Table :—

(1) A copy of the Shipping Development Fund (Loans) Rules, 1961 published in the Notification No. G.S.R. 494 dated the 8th April, 1961 under sub-section (3) of Section 458 of the Merchant Shipping Act, 1958.

PAPERS LAID ON THE TABLE—*Contd.*

(2) A statement on the setting up of Krishna-Godavari Commission.

(3) A statement showing action taken or proposed to be taken on recommendations made by the Commissioner for Scheduled Castes and Scheduled Tribes in his Report for the year 1958-59.

(4) A copy each of the following papers under sub-section(4) of Section 15 of the Air Corporations Act, 1953 :—

(*a*) Annual Accounts of the Air-India International Corporation for the year 1958-59 and the Audit Report thereon.

(*b*) Annual Accounts of the Indian Airlines Corporation for the year 1957-58 and the Audit Report thereon.

(5) A copy each of the following papers under sub-rule (5) of Rules 3 of the Air Corporations, Rules, 1954 :—

(*a*) Summary of the Budget Estimtes of Revenue and expenditure of the Indian Airlines Corporation for the year 1961-62.

(*b*) Summary of acutals of the year 1959-60, Budget Estimates and Revised Estimates for the year 1960-61 and Budget Estimtes for the year 1961-62 under Capital, of the Indian Airlines Corporation

(*c*) Summary of Budget Estimates of Revenue and Expenditure of the Air-India International Corporation for the year 1961-62.

(*d*) Summary of Actuals for the year 1959-60, Budget Estimates and Revised Estimates for the year 1960-61 and Budget Estimates for the year 1961-62 under capital, of the Air-India International Corporation.

COLUMNS

LEAVE OF ABSENCE 15226-27

The following members were granted leave of absence from the sittings of the House :

(1) Lala Achint Ram (2) Shri B. Pocker (3) Thakore Shri Fatehsinghji Ghodasar (4) Shri V. N. Swami (5) Shri Etikala Madhusudhan Rao (6) Shri M. K. Jinachandran (7) Shri Chandikeshwar Sharan Singh Ju Deo (8) Shri Laisram Achaw Singh (9) Shri Surendranath Dwivedi (10) Shri Narasingha Malla Deb (11) Shri A. Doraiswami Gounder (12) Kunwarani Vijaya Raje (13) Shri S. R. Arumugham.

ARREST OF MEMBER 15227-28

The Speaker informed Lok Sabha that he had received two telegrams dated the 2nd May, 1961, from the Police Inspector, Kozhikode, intimating that Shri K.P. Kuttikirshnan Nair, Member, Lok Sabha, was arrested under Section 38(2) of the Kerala Police Act and remanded for one day in the special sub-sub-Jail Kozhikode.

BILLS PASSED 15228-15348

(i) Further discussion on the motion to consider the Coal Mines (Conservation and Safety) Amendment Bill concluded and the motion was adopted. After clause-by-clause consideration the Bill was passed.

(ii) The Deputy Minister of Labour (Shri Abid Ali) moved for consideration of the Delhi Shops and Establishments Amendment Bill as passed by Rajya Sabha. The motion was adopted. After clause-by-clause consideration the Bill was passed.

BILL UNDER CONSIDERATION 15348-50

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das) moved that the Salar Jung Museum Bill, as passed by Rajya Sabha be taken into consideration. The discussion was not concluded.

HALF-AN HOUR DISCUSSION 15351-64

Shri Ajit Singh Sarhadi raised a half-an-hour discussion on points arising out of the answer given on the 14th March, 1961 to Starred Question No. 820 regarding Bhkara Nangal Project.

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim) replied to the Debate.

AGENDA FOR THURSDAY, MAY 4, 1961/VISAKHA 14, 1883 (*SAKA*)

Further consideration and passing of the Salar Jung Museum Bill, as passed by Rajya Sabha ; considertion of the Rajya Sabha Amendments to the Motor Transport Workers Bill, and discussion on the motion re. Report of the University Grants Commission.

GMGIPND—LS II—492 (Ai) LS— 15-5-61—900.